

BIRMINGHAM CITY COUNCIL

CABINET

TUESDAY, 25 JUNE 2024 AT 10:00 HOURS
IN COMMITTEE ROOMS 3 & 4, COUNCIL HOUSE, VICTORIA
SQUARE, BIRMINGHAM, B1 1BB

A G E N D A

1 NOTICE OF RECORDING/WEBCAST

The Chair to advise/meeting to note that this meeting will be webcast for live or subsequent broadcast via the Council's Public-I microsite ([please click this link](#)) and that members of the press/public may record and take photographs except where there are confidential or exempt items.

2 APOLOGIES

To receive any apologies.

3 DECLARATIONS OF INTERESTS

Members are reminded they must declare all relevant pecuniary and other registerable interests arising from any business to be discussed at this meeting.

If a disclosable pecuniary interest is declared a Member must not participate in any discussion or vote on the matter and must not remain in the room unless they have been granted a dispensation.

If other registerable interests are declared a Member may speak on the matter only if members of the public are allowed to speak at the meeting but otherwise must not take part in any discussion or vote on the matter and must not remain in the room unless they have been granted a dispensation.

If it is a 'sensitive interest', Members do not have to disclose the nature of the interest, just that they have an interest.

Information on the Local Government Association's Model Councillor Code of Conduct is set out via <http://bit.ly/3WtGQnN>. This includes, at Appendix 1, an interests flowchart which provides a simple guide to declaring interests at meetings.

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4 **MINUTES**

To confirm and sign the Minutes of the meeting held on the 14 May 2024 and to reconfirm the Minutes of the meeting held on 19 March 2024.

5 **EXEMPT INFORMATION – POSSIBLE EXCLUSION OF THE PRESS AND PUBLIC**

a) To highlight reports or appendices which officers have identified as containing exempt information within the meaning of Section 100I of the Local Government Act 1972, and where officers consider that the public interest in maintaining the exemption outweighs the public interest in disclosing the information, for the reasons outlined in the report.

b) To formally pass the following resolution:-

RESOLVED – That, in accordance with Regulation 4 of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012, the public be excluded from the meeting during consideration of those parts of the agenda designated as exempt on the grounds that it is likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the press and public were present there would be disclosure to them of exempt information.

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6 **SECTION 151 OFFICER UPDATE ON THE FINANCIAL POSITION OF THE COUNCIL – JUNE 2024**

Report of Director, Finance and Section 151 Officer (Interim).

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7 **THE BIRMINGHAM LOCAL PLAN – CONSULTATION ON 'PREFERRED OPTIONS' DOCUMENT**

Report of Strategic Director Place, Prosperity and Sustainability

737 - 754

8 **TENDER STRATEGY FOR THE PROVISION OF SECURITY SERVICES**

Report of Strategic Director Place, Prosperity and Sustainability

755 - 872

9 **Q4 CORPORATE PERFORMANCE AND DELIVERY REPORT AGAINST THE CORPORATE PLAN**

Director of Strategy, Equality & Partnerships (SEP)

- 873 - 908** 10 **CITY HOUSING CCTV PILOT PROGRAMME**
 Report of Strategic Director - City Housing
- 909 - 924** 11 **CONTRACT AWARD FOR SECURITY MEASURES PROVISION FOR VICTIMS OF DOMESTIC ABUSE**
 Report of Strategic Director - City Housing
- 925 - 958** 12 **PROCUREMENT STRATEGY FOR HIGHWAYS MAINTENANCE & MANAGEMENT**
 Report of the Strategic Director City Operations
- 959 - 980** 13 **P0989 2024-1 - NEGOTIATED CONTRACT FOR SPECIALIST EXTERNAL ADVOCACY, LEGAL ADVICE AND SUPPORT RELATING TO THE HIGHWAY MAINTENANCE AND MANAGEMENT CONTRACT**
 Report of Interim City Solicitor & Monitoring Officer
- 981 - 1030** 14 **TRANSPORTATION & HIGHWAYS DELIVERY PROGRAMME 2024/25 TO 2029/30 - ANNUAL PROGRAMME UPDATE**
 Report of Strategic Director Place, Prosperity and Sustainability
- 1031 - 1078** 15 **AWARDING VISION SCREENING CONTRACTS VIA PROVIDER SELECTION REGIME**
 Report of Director for Public Health
- 1079 - 1094** 16 **DATES OF MEETINGS AND APPOINTMENT OF OTHER BODIES FOR 2024/2025**
 Report of the Interim City Solicitor and Monitoring Officer.
- 1095 - 1126** 17 **KEY DECISION PLANNED PROCUREMENT ACTIVITIES (JULY 2024 – SEPTEMBER 2024) AND QUARTERLY CONTRACT AWARD SCHEDULE (JANUARY 2024 – MARCH 2024)**
 Report of Interim Director of Commercial and Procurement
- 1127 - 1142** 18 **NON KEY DECISION PLANNED PROCUREMENT ACTIVITIES (JULY 2024 – SEPTEMBER 2024) AND QUARTERLY CONTRACT AWARD SCHEDULE (JANUARY 2024 – MARCH 2024)**
 Report of Interim Director of Commercial and Procurement
- 19 **OTHER URGENT BUSINESS**
 To consider any items of business by reason of special circumstances (to be specified) that in the opinion of the Chair are matters of urgency.

1143 - 1180 ^{19A} **ENERGY COMPANY OBLIGATIONS 4 (ECO4) SCALING UP RETROFIT PROPOSALS**

Report of Strategic Director - City Housing

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| <p>CABINET MEETING TUESDAY, 14 MAY 2024</p> |
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**MINUTES OF A MEETING OF THE CABINET COMMITTEE HELD ON
TUESDAY 14 MAY 2024 AT 1000 HOURS IN COMMITTEE ROOMS 3&4,
COUNCIL HOUSE, VICTORIA SQUARE, BIRMINGHAM, B1 1BB**

PRESENT: - Councillor John Cotton, Leader in the Chair

Councillor Nicky Brennan, Cabinet Member for Social Justice, Community Safety and Equalities
Councillor Liz Clements, Cabinet Member for Transport
Councillor Jayne Francis, Cabinet Member for Housing and Homelessness
Councillor Majid Mahmood, Cabinet Member for Environment
Councillor Karen McCarthy, Cabinet Member for Children, Young People and Families
Councillor Robert Pocock, Interim Cabinet Member for Health and Social Care
Councillor Saima Suleman, Cabinet Member for Digital, Culture, Heritage and Tourism
Councillor Sharon Thompson, Deputy Leader

ALSO PRESENT:-

Councillor Robert Alden, Leader of the Opposition (Conservative)
Councillor Roger Harmer, Leader (Liberal Democrat)
Councillor Ewan Mackey, Deputy Leader of the Opposition (Conservative)
John Biggs, Commissioner
Richard Brooks, Director, Strategy Equalities and Partnerships
Craig Cooper, Strategic Director of City Operations
Louise Collett, Director, Adult Social Care
Katy Fox, Director of People Services
Fiona Greenway, Interim Finance Director and Section 151 Officer
Sue Harrison, Strategic Director of Children & Families (DCS)
Myron Hrycyk, Commissioner (online)
Paul Langford, Strategic Director, City Housing
Philip Macpherson, Oracle Programme Lead
Philip Nell, Strategic Director of Place, Prosperity and Sustainability
Marie Rosenthal, Interim City Solicitor and Monitoring Officer
Mohammed Sajid, Assistant Director Financial Strategy
Tim Savill, Assistant Director Revenues, Benefits and Rents
Jane Smith, Enterprise Zone Programme Manager
Richard Tibbatts, Head of Category - Corporate
Dr Justin Varney, Director of Public Health
Gary Woodward, Development Planning Manager, City Centre Development Team
Errol Wilson, Committee Team Leader
Ilgun Yusuf, Head of Service, Birmingham Adult Education Service

NOTICE OF RECORDING/WEBCAST

373. The Chair welcomed attendees and advised, and the Committee noted, that this meeting will be webcast for live or subsequent broadcast via the Council's Public-I microsite ([please click this link](#)) and that members of the press/public may record and take photographs except where there are confidential or exempt items.
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APOLOGIES

374. An apology for absence was submitted on behalf of Councillor Liz Clements, Cabinet Member for Transport.
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DECLARATIONS OF INTERESTS

375. The Chair reminded Members that they must declare all relevant pecuniary and other registerable interests arising from any business to be discussed at the meeting.

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Any declarations will be recorded in the minutes of the meeting.

MINUTES

376. **RESOLVED: -**

The Minutes of the Minutes of the meeting held on the 23 April 2024 having been previously circulated, were confirmed and signed by the Chair.

EXEMPT INFORMATION – POSSIBLE EXCLUSION OF THE PRESS AND PUBLIC

The Chair advised that the reports at Agenda item 10, contained an exempt appendix within the meaning of Section 100I of the Local Government Act 1972.

377. **RESOLVED:–**

That, in accordance with Regulation 4 of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012, the public be excluded from the meeting during consideration of those parts of the agenda designated as exempt on the grounds that it is likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the press and public were present there would be disclosure to them of exempt information.

SECTION 151 OFFICER UPDATE ON THE FINANCIAL POSITION OF THE COUNCIL – MAY 2024

The Leader introduced the item and drew the attention of Cabinet to the information contained in the report.

Councillor Harmer referred to the Commissioner's statement and stated that he was in support of the statement but that there was a caveat to that – that they were genuine efficiencies and not some disguised cuts or inappropriate centralisation i.e. cutting out all the local management and deciding things centrally which was one of the causes for the Council getting into problems – lack of local knowledge, things going wrong which was down to past cuts being dodged into cutting out the layers of local management. We needed to ensure that they were genuine efficiencies.

In terms of the delivery plan he stated that he was supportive of the expanded timetable in comparison to what happened last year and the comments in paragraph 3.24. The only clear slot for citizen engagement was as part of the Birmingham conversation between June and August, but there needed to be engagement with citizens later in the process when we were coming down to those hard choices. Of importance was staff engagement in the efficiencies process and that he was happy that this was mentioned in the report.

Councillor Alden commented that monitoring of the financial progress during the year was vital, but as part of that monitoring it was key that there was honest assessments as to where savings were. In the past savings were marked as on track but it was really putting off bad news until later in the year. Regarding the Commissioner's comments and the Interim Finance Director and Section 151 Officer's comments this was key as this was something we had raised for a number of years. If this was to happen in next year's budget the work needed to start now as it was too late when we got to February next year and then do efficiencies. It was hoped that working with other local authorities, sharing services etc. so that the frontline and residents could be protected.

The Interim Cabinet Member for Health and Social Care stated that it was rightly mentioned that lessons had been learnt from the rush we had to undertake to settle a budget in 2024/25 and was not the ideal way to do things. It demonstrated the challenges we faced when making those decisions in such short timeframe. We needed to be looking to the long term and it was right that we were starting with sustainable efficiency savings rather than service cuts and that work needed to start on transformational change. This Council would not get better unless it changes the way it worked. This was an important

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ingredient in what we now had to put together. In terms of efficiencies, it should be put in the way as improved productivity and the elimination of duplication of work wherever this existed. A lot could be done by reducing cost by improving productivity and reducing duplication and looking across the whole Council to ways we could do things better differently and more effectively with the resources we got. It was important that we got to the point where we have a balanced budget for 2025/26 and 2026/27 and reliable focus for the two following years so we had a four-year Medium Term Financial Plan (MTFP) with confidence in the short term and with forecast we could rely on over the remainder of that medium term period and now was a good opportunity to get that sorted out.

The Cabinet Member for Digital, Culture, Heritage and Tourism commented that it was important that we regularly report on the financial position of the Council as it was key to the ability of the Council to deliver on the 2024/25 Budget setting. Going forward it was vitally important that we continue to engage with all our partners including our staff and Trade Unions not only to keep them fully informed but to gather their thoughts and ideas on savings and opportunities going forward.

The Director of People Services noted Councillor Harmers query concerning staffing engagement and the number of comments received and advised that hackathons have been booked with the colleague community in particular frontline colleagues and they had started taking place in Housing and had taken place at College Road concerning savings proposals. There were two hackathons taking place in the Council House today further shaping colleagues community with two sessions taking place over the next two weeks. We have 125 staff registered to take part in those conversations as well and we were hoping to use these groups of champions to collaborate feedback and co-create our work. This would then go to CLT with all of the work for June. We would then be able to bring forward the work to the operational forum and the listening strategy as part of the overall engagement strategy with staff.

The Leader commented that staff engagement was important and that the steps that had been taken to engage staff colleagues will be of benefit. He added that in relation to the comments being made we were broadly in agreement on where we needed to be. The point around wanting genuine efficiencies and genuine service transformation were well made by Councillors Harmer, Alden and others. The Leader noted Councillor Alden's comments concerning further engagement with residents and stated that there needed to be further engagement once we have the details of potential proposals table update which would be brought back to June's Cabinet meeting. He added that the point was well made around efficiencies needing to start now and that we would be looking at all ideas that came forward including those that came from the Opposition Members. The Leader noted Councillor Alden's comments concerning how Budget Scrutiny worked this year and stated that we have learnt a lot from the rather speedy process that was undertaken last year, and we wanted to ensure that Scrutiny colleagues had the full range of details to be able to contribute to that process.

378. RESOLVED UNANIMOUSLY: -

That Cabinet:-

- I. Noted the update on the budget for 2024/25 (paragraphs 3.1 to 3.13 to the report); and
 - II. Endorsed the timeline presented for setting the budget and Council Tax Requirement for 2025/26 (paragraphs 3.14 to 3.48 to the report).
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PUBLICATION OF THE 'OUR FUTURE CITY: CENTRAL BIRMINGHAM FRAMEWORK 2045

The Leader introduced the item and drew the attention of Cabinet to the information contained in the report.

An extensive discussion took place, and the following is a summary of the principal points made:

- This looked aspirational, and the question was whether the Council could deliver on this plan.
- It was pleasing that the consultation was extensive as it went beyond Be Heard and went into different events touching on our businesses, developers our citizens and investors.
- It was important that this was kept on track so that everybody owned the plan, and it was not just a Birmingham City Council Plan for the Council to deliver on.
- One of the things that was exciting was that it would create 74k new jobs for our residents which was important.
- It was needed to ensure that our residents were equipped for those jobs that would be coming forward.
- The document was a missed opportunity as it did not portray how the city most people across Birmingham would want it to be in the future. It was sad that most of the comments had not been taken on board.
- That it was worth noting that the consultation event the pictures that were made that showed lots of greenery in the City Centre that it was made clear to people that it was just an artist impression and was not the planned outcome at the end.
- The impact this would have on Edgbaston one of the oldest and historic part of the city. Nothing was mentioned about Station Street in the City Centre which was at risk of being demolished.
- The document could have provided the framework that would have forced developers of that site to maintain the heritage of our city. If we were looking to increase the density we needed to provide those open spaces in the City Centre.
- The type of housing being proposed – where we were getting new residential units was an eager race to have the tallest tower block which was the wrong approach. For a few people living in the City Centre in a tower block was a wonderful thing but for most families that was not what they aspired to or what they wanted.
- In our response to the consultation we were proposing five storey Parisian mansion blocks which would provide for a high density.

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- We needed to take the goodwill and the consensus on the broad approach and work with our communities and deliver things that people wanted for the long term.
- The framework was bold and exciting and would take 20 years to secure those changes.
- From a housing regeneration perspective this would be underpinned by the priorities we already set out in our Housing Strategy 2023-28 which included a much-needed focus on an increased supply of affordable housing.
- Improving the quality of the existing housing stock and ensuring our citizens could access sustained suitable housing for their needs for the foreseeable future.
- The framework aligned perfectly with our commitment to provide a greener more liveable city for everyone by embracing sustainable development principles and prioritising inclusive growth.

The Development Planning Manager noted Councillor Alden's comments concerning the density and made the following statements:-

- a. The wider area of this framework covered areas that were probably low density at the moment but there was opportunity to increase that density. All of the housing figures had been worked out with some assumptions around higher density including high rise in some locations.
- b. Given that the growth zones stretched right out to Duddeston and Highgate down to the Pershore Road and across to Ladywood there was some assumption that there were more mansion block styles developments and density and scale.
- c. Across this whole area there will never be the market for tower blocks everywhere as it did not factor in the range of housing types and needs met by different scales of development within those places.
- d. By including them in the framework allowed us to go back to some of those areas such as the Gun Quarter and parts of Highgate and parts of Duddeston and areas along the Dudley Road which were low density use at the moment which would allowed us to densified those with medium rise blocks and including more family housings at a slightly medium density within some of those areas too.
- e. When we look at those areas and that was where the comparison with other cities came in there was a lot that could be done in terms of increasing the population there and the infrastructure that needed to follow that.

The Leader commented that this was a useful discussion on what was an important document for the future of this city. Inevitably these things will continue to evolved as policy changes regionally and nationally. The key point was how we expanded this into neighbourhoods that desperately needed regeneration and opportunities was the striking thing that was seen in the plan. In terms of Station Street, colleagues would recalled that we have agreed a revised heritage policy at the last Council meeting which addressed a number of the points raised together with the strengthening of the heritage narrative in the document before us. We will continue to work collaboratively with everybody in what was a landmark part of the city and an important gateway to Birmingham as we take that forward. This had to be about partnership and the

point that was made at the start we were looking to the private sector and our private sector partners to deliver the majority of the vision that was set out in the document. It was not about the issue of what the Council did directly but about how we worked with others to continue to transform the city.

379. RESOLVED UNANIMOUSLY: -

That Cabinet:-

- (i) Supported the changes to the Framework following formal draft consultation and adopts the final CBF 2045 Document (attached in Appendix 1 to the report), as the Council's vision and land use ambitions for the area. The Framework will shape development within Central Birmingham and guide future investment; and
- (ii) Endorsed the CBF 2045 as a significant place-based strategy to unlock regeneration opportunities to secure and deliver growth aligned to the proposals.

ENTERPRISE ZONE GOVERNANCE FRAMEWORK

The Leader presented the item and drew the attention of Cabinet to the information contained in the report.

Councillor Ewan Mackey referred to the Leaders opening statement concerning the report and commented that the section on page five of the report with a chart showing accountability did not mention Elected Members. He questioned that if everything in terms of responsibility came back to the Council how the Leader's opening statement fitted in. He suggested that there should at least be a dotted line from the Section 151 officer across to the Cabinet to show where accountability laid. It would be helpful if there was some structure showing where accountability laid.

The Deputy Leader commented that over the last months risk management have been key and looking at strengthening risk management and governance structures. Any plans moving forward in terms of this particular report there will be good governance structures that would be wrapped around this to ensure there was accountability for everybody involved whether it be Elected Members or officers and those that were taking decisions. We will ensure that something was circulated to Members that highlighted this point that was missing from the report and to give that level of clarity around the seriousness we were putting behind risk management and governance.

The Cabinet Member for Children, Young People and Families stated that the Enterprise Zone was a big and exciting project and that the governance, and assurances were probably one of the least exciting parts of it but that it was essential. Big, exciting projects needed solid foundations, and this was a progress report on developing assurance and governance. It showed a level of thought and consideration to how those principles were embedded. She expressed thanks to everyone involved whether from the City Council or from the Partnership Board in taking this seriously.

The Enterprise Zone Programme Manager advised that from the programme perspectives when these reports came forward we always shared them with the Scrutiny Committee and also the Leader currently sat on the Enterprise Zone Partnership Board who ultimately as well as Cabinet made decisions for the programme. The comments that were made would be taken on board and would also be taken back.

380. RESOLVED UNANIMOUSLY: -

That Cabinet:-

- a. Approved, the Enterprise Zone EZ Assurance Framework (Appendix A to the report), which sets out the detailed governance arrangements for the EZ;
- b. Delegated authority to the s151 Officer or delegate to review and approve further updates to the EZ Assurance Framework, including the Financial Principles, to take such actions as are necessary; and
- c. Authorised the Interim City Solicitor and Monitoring Officer (or their delegate) to negotiate, execute and seal and complete all necessary agreements and documentation to give effect to the above recommendations.

FINANCIAL OUTTURN FOR THE 2022/23 FINANCIAL YEAR – GENERAL FUND REVENUE BUDGET, HOUSING REVENUE ACCOUNT AND THE CAPITAL PROGRAMME

The Leader presented the item and drew the attention of Cabinet to the information contained in the report highlighting the key points.

The Cabinet Member for Housing and Homelessness stated that the pressure in the Housing Directorate still existed but that she was confident that progress was being made. She added that the Leader had referenced the demand for temporary accommodation homelessness service which was not being matched by an increase in the supply of provision to meet those needs. This had led to the necessary use of high-cost spot contract arrangements – the use of emergency late at night rape accommodation or the use of B&B across the city something we wanted to avoid but we had no choice to instigate those measures. There continued to be a mismatch between supply and demand and was the root of the general fund pressure in City Housing in recent years.

Whilst much had been done to improve the planning processes and the contractual arrangements and the pre-emptive work in temporary accommodation provisions since March 2023 because of the situation at the moment these pressures would continue.

Councillor Harmer commented that the report showed the financial car crash that was going on and the result for this year was a significant part of the explanation and the fact that this was not being properly picked up at the time and instead we were getting comments about the start of the golden decade

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was a testament to how bad things could get when you believe your own rhetoric and ignored the warning sign that was strong at the time. It was fair to say that there were external pressures, but the point was they were not by and large sudden shocks out of the blue. They were long term pressures that we knew about, and we needed to accept that they were know about largely and we failed to take account of them and put in place proper mitigations that could reduce the impact and the savagery of the cuts we were now facing.

Councillor Robert Alden stated that it was important to stressed that thus was the outturn report for 2022/23 which was over a year late when we should be getting the report for 2023/24. Regarding the external pressures it was worth considering inflation for a moment. Inflation had gone up which was an issue that affected everyone, but it was the City Council that had decided to put an inflation provision of 0% in the budget which was financial mismanagement to decide that in Birmingham inflation would be 0%. He referred to the reserves on page 519 of the agenda pack and stated that over 24% of the Councils reserves were used in that year alone and that more reserves had to be used since. A whole litter of warning signs could be picked up. There was a deficit of £28m on the Business Rates collection which would have a serious impact on the Council.

The Council needed to start looking at the decisions it was taking instead of focussing on fixing them as that was what was in the Council's control. It was worth highlighting that the report was clear that this outturn report did not include any liability for equal pay and the Council was likely to never know whether there was significant fraud carried out in this period. Residents would never have the assurance to know whether or not the Council had lost money it should not have lost.

The Leader stated that the points have been well made. He emphasised that from the point of view of this Leader there was no doubt that there were issues that had gone wrong internally within the city that we needed to address and were working to put right. On the issue around the potential equal pay liabilities they were not contained within this report as they would be funded through the capitalisation direction. It was understood that arrangements were being made to finalised the provision for 2022/23 which will appear on the balance sheet with the external auditors.

381. RESOLVED UNANIMOUSLY: -

That Cabinet:-

(i) Cabinet noted:-

(a) the City Council's provisional revenue outturn position for 2022/23 of an overspend of £66.2m before the corporate use of reserves, as detailed in Section 4 and Appendices 1A to 1H to the report;

(b) the outturn position on the Collection Fund (for Council Tax and Business Rates income), as set out in Appendix 4 to the report, and its impact on the Council's General Fund;

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- (c) the Council's reserves forecast of £802.4m as at 31 March 2023, as set out in Section 6;
- (d) the HRA outturn position of a £5.6m underspend for the 2022/23 financial year, as set out in Section 7 and the transfer of the balance to the ring fenced HRA reserve;
- (e) the capital programme outturn position for the 2022/23 financial year of £330.8m below the annual budget of £737.8m (as set out in Section 8 to the report);
- (f) the resource allocations within Specific Policy Contingency, the Apprenticeship Levy, SEND Improvement, Delivery Plan, as set out in Section 6 to the report, these have already been agreed by the Section 151 Officer under delegated authority. These are the allocations that have happened since the last report;
- (g) the Treasury Management Annual Report as set out in Section 9 to the report, which demonstrates that the Council remained within its prudential limits set under the Local Government Act 2003 and the Chartered Institute of Public Finance and Accountancy (CIPFA) Prudential Code for Capital Finance.

(ii) Cabinet Approved:-

- (a) the use of corporate reserves to fund the forecast £66.2m General Fund revenue budget overspend, as set out in Section 6 to the report;
- (b) the slippage of £330.8m in the 2022/23 capital programme into future years to complete the programmed projects;
- (c) the other uses and releases of and contributions to Grant and Earmarked Reserves and Balances set out in Section 6 and detailed in Appendix 3 to the report, noting that since the 2022/23 financial year the reserves policy has changed, as part of the 2024/25 budget that was approved by City Council in March 2024;
- (d) the financing of capital expenditure for 2022/23 as set out in Section 8 to the report; and
- (e) the Section 151 Officer has the authority to make necessary changes and any further movements will be highlighted to Audit Committee and shown in the final accounts for the 2022/23 financial year and if deemed appropriate, reported back to Cabinet and the Finance and Resources Overview and Scrutiny Committee.

ORACLE REIMPLEMENTATION

The Leader introduced the item and drew the attention of Cabinet to the information contained in the report highlighting the key points.

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The Cabinet Member for Digital, Culture, Heritage and Tourism stated that the situation with Oracle has had an impact across the whole Council and the challenges surrounding the original implementation was well documented. The report before us sets out a way forward sponsorship programme management and governance had been refreshed. Strong focussed have been placed on addressing lessons from the previous implementation. The implementation of the ERP was a complex endeavour in any organisations. However, thousands of organisations have implemented Oracle successfully. The paper articulates an approach timetable and governance that sought to ensured that best practice and previous lessons learnt were incorporated and successful reimplementation took place. We were doing everything we could as a combined leadership of officers and politicians to help ensure we were successful for the Council and the citizens of Birmingham.

The detailed Commissioners comments were clear about direction and focus to deliver the business change required for success. Oracle reimplementation would be an integral part of the delivery of the Council's Improvement Recovery Plan (IRP) and its wider business transformation. We were under no illusion of the tasks and challenge ahead, but we will continue to monitor and support as part of the governance process to ensure the successful reimplementation.

Councillor Ewan Mackey stated that back in 2020 questions were being asked about fraud but there was little response and now we were hearing there was no way of finding out if fraud had taken place in Oracle. It was no joy to see us here and hopefully we were now turning a corner and Oracle was moving in the right direction. He expressed congratulations as we now have a risk assessment and looked like a good document.

Councillor Harmer stated that it was important to reflect on the huge impact that the disaster of the original Oracle implementation has had on the city and will continue. The implementation was in April 2022, and we were now being told that we should be up and running by April 2026. The entire four-year term of the current Council would have been under some degree of the lack of a proper IT system on the Council's finance. He referred to the Commissioner's comments and stated that it indicated that there were some elements of risks that may not happen to the full extent. He question what was being done if this was the case to ensured it was. He referred to the Leader's opening statements in the previous agenda item that we were not covering schools and stated that there was this inbuilt philosophy that things that were bigger have economy of scales and were therefore cheaper to run.

Councillor Harmer stated that what this was, was having another demonstration of one single system across the whole organisation, but it was less efficient cost more and ended up with a higher risk of disasters. He stated that he was glad that our maintained schools were not going to be part of the reimplementation and were now going to have their own system and that we should reflect on the fact that it was acknowledged that that was a more efficient system.

Councillor Robert Alden referred to paragraph 13.6 of the report and commented that there was no one from the opposition Groups on the Oracle Member Oversight Board and that this was unlike IT rollout in the city apart

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from Oracle as this was set up by a previous Leader in 2018. Looking back at the previous rollout in the city they always had cross-party representation on them. The point being when we get to the lessons learnt stage it was important for all groups to be aware of the details of those lessons to try and avoid them going forward. He requested that this be looked at again and that consideration be given to whether what was currently a private Cabinet, and the Oracle Member Oversight Board was extended to include representations from the two main Opposition Groups.

The Interim Cabinet Member for Health and Social Care commented that the reimplementation of Oracle was an important step forward in the recovery plan for the city. He referred to paragraph 1.5 of the report and stated that in order to be able to do the work that we needed to do on the 2024/25 and the 2025/26 budgets this was going to be essential. More importantly the delivery of the outcomes of the Council's IRP required this information. It was an important step forward and a necessary step for us to deliver the IRP and that was mission critical to the Council's recovery plan over the next couple of years. He further referred to paragraph 1.12 of the report and stated that what we have in summary was a step that took us towards getting the basics right which was one of the big lessons we needed to take forward. He added that the Commissioners had rightly stated the basis essentials, getting the basics right was mission critical to where the Council now goes.

The Cabinet Member for Environment commented that learning from past challenges we were prepared to ensure a successful reimplementation with a phased approach for focussing on design and stakeholders involvement and mitigating risks and prioritising effective governance. Acknowledging the Commissioners input we were committed to ensuring adequate resources for success. It was imperative that we embraced these recommendations to make Oracle ERP a reliable asset for our operation going forward.

The Acting Chief Executive referred to the Commissioners comments and stated that they expected full commitment from the officers leadership team to support the programme designed principles approach scope and plan for mobilisation to implementation. That point was well made, and it was fully accepted that this had to be the case. He assured Cabinet that officers were fully committed to delivering the programme. We now have Fiona Greenway as the SRO for the programme, and we have in depth briefings at Corporate Leadership Team (CLT) from officers and will continue to ensure they were regular feature of meetings at CLT to ensure that commitment continued for the future.

The Oracle Programme Lead stated that in relation to the risks assessment this was around customisation specifically and that it was expected to see that risk go down following the prototype in that design phase. The Oracle Programme Lead noted Councillor Mackey's concerns about the risk register not being made public and advised that we wanted to get to a position where we were sharing the risk register on a regular basis. There was a three-stage model where the risks were escalated up. There were some specific risks in the risk register relating to fraud that we would not necessarily want in the public domain, and this was why we suggested that this be placed in the exempt

annex to the report. He undertook to look at this again to make it publicly available.

382. RESOLVED UNANIMOUSLY: -

That Cabinet:-

- (a) Authorised the re-implementation of the Oracle system as a ‘vanilla’ solution, removing customisations and relying on the tried and tested industry standard functionality in successful use by other Councils (Section 5 and Appendix B to the report);
- (b) Endorsed a two stage ‘Prototype’ based approach, where the first design and prototype stage is delivered by March 2025, demonstrating that key issues have been fixed, before the Council commits to the remaining phase of reimplementation by March 2026 (Section 5 and Appendix B to the report);
- (c) Approved the costs for phase 1 – the design and prototype stage – of £12.72m for the re-implementation of Oracle Fusion (Section 6 and Appendix C to the report);
- (d) Approved ongoing running costs for the Oracle solution of £1.68m in 2024/25 in respect of licences and support. These are ‘business as usual’ costs rather than re-implementation but have not been included in DTS budgets. This will be funded from the Oracle budget line in 2024/25 (Section 6 and Appendix C to the report);
- (e) Delegated authority to approve the additional, compliant procurement arrangements required to secure resources and partners to support the Oracle Fusion reimplementation programme (Section 18 to the report);
- (f) Re-confirmed expenditure on the new Income Management System of £674,000 one off implementation costs and £99,000 running costs. These amounts were originally included within Oracle funding approved in the June 2023 cabinet paper, and the expenditure will now be incurred in 2024/25. This will be funded from the Oracle budget agreed for 2024/25 (Section 7 and Appendix C to the report);
- (g) Confirmed that, for the reasons set out in the report, the Oracle re-implementation will not provide a system solution for schools Finance and HR. Cabinet delegated to the Strategic Director of Children & Families, in consultation with the Cabinet Lead Member for Children, Young People and Families, powers to work through options for future solutions with schools with a view to all schools migrating to a new solution in time for the school year commencing September 2025 (Section 8 to the report);
- (h) Endorsed the mitigations to the existing Oracle environment whilst re-implementation is taking place (Section 9 to the report);

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- (i) Noted the application of lessons learned from the original implementation (Section 10 to the report);
- (j) Noted the Governance and structure proposed to manage the ongoing programme (Section 11 and Appendix D to the report); and
- (k) Endorsed the Business Change arrangements recommended to support the re-implementation (Section 12 to the report).

BUSINESS RATE DISCRETIONARY RATE RELIEF AND PARTLY OCCUPIED RELIEF (SECTION 44a) POLICY REVISIONS

The Leader presented the item and drew the attention of Cabinet to the information contained in the report.

The Assistant Director Revenues, Benefits and Rents noted Councillor Mackey's enquiry as to the reason this report was coming to Cabinet now when the Government Guidance on this came out last year and advised that the legislation came in and received Royal Assent in November. We received the guidance from the Government in December and working to the Council's timescale we put forward the report as soon as we could. It was effective from the 1 April 2024, and we only had two applications since the 1 April 2024. Everyone have been rolled forward and were on hold and assuming the policy was approved today we would consider those applications as well.

383. RESOLVED UNANIMOUSLY: -

That Cabinet:-

1. Approved the awarding of discretionary relief for the financial year in which the application is received unless the liability commences after the start of the financial year;
2. Approved the relief to be granted from the start date of the liability (option two in this report); and discretionary rate relief may be considered for the immediate previous financial year only, providing the application is received by 1st September of the following financial year. There will be no further backdating of relief given; and
3. Approved the National Non-Domestic Rate (NNDR) Discretionary policy (Appendix 1 to the report) and the revised s44a policy (Appendix 2 to the report). The amended Section 44a (Partly Occupied Properties) does not present any major change in policy but has clearer definitions of the eligibility criteria.

FULL BUSINESS CASE– ROOFING REPAIR AND CLADDING REPLACEMENT WORKS AT COPPICE PRIMARY AND LANGLEY SPECIAL SCHOOLS

The Cabinet Member for Children, Young People and Families

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introduced the item and drew the attention of Cabinet to the information contained in the report.

384. RESOLVED UNANIMOUSLY: -

That Cabinet:-

- I. Approved the project costs for the roof repair and cladding replacement works at Coppice Primary and Langley Special Schools at a total project cost not to exceed £3,197,981;
- II. Approved the Full Business Case appended to this report;
- III. Noted that a Pre-Construction Services Agreement (PCSA) has been entered into with Interclass Holdings Ltd for the initial design stage to be completed for the estimated value of up to £141,299 and approved under Chief Officer delegated authority to enable the works to meet the deadline for the completion of the works. This figure includes £25,452 Acivico fees and £4,116 EDI fees; and
- IV. Delegated authority to the Director of Children and Families in consultation with the Chief Operating Officer, the Interim Director of Finance (Section 151 Officer) and the Interim City Solicitor & Monitoring Officer (or their delegates) to award a contract for the Works after completion of the PCSA stage in order to expedite the approval to meet project deadlines subject to the value being within the approved budget.

DIRECTOR OF PUBLIC HEALTH ANNUAL REPORT 2023-24

The Interim Cabinet Member for Health and Social Care introduced the item and drew the attention of Cabinet to the information contained in the report highlighting the key points.

The Director of Public Health then advised that the report sets out some significant reflections on the Census and the projections going forward. He further stated that we have invited colleagues to contribute to the report which showed how we have worked in its creation with partners to help share its findings. The plan was to run a series of workshops and webinars and we were starting to do that first with the Children and Families Directorate and then working through the directorates of the Council with their senior leadership teams and operational managers to help them understand the implications and how this could be applied in evidence-based practice.

He continued similarly we were working with partners around doing this for our voluntary and community sector. We have started scoping the options to turn it into an educational resource for schools as there was a real opportunity to help schools to use this product to help inform the next generation as it gave us a sense of where the city was going, how it had changed and how it will change further as we go forward over the next decade.

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The Interim Cabinet Member for Health and Social Care and the Director of Public Health noted Members comments and made the following statements:-

1. The report was a retrospective one looking at the trends 2011-2021. We were looking at what had happened to get us to this point. It was possible to do projections from that, but that was a sophisticated and complex exercise.
2. The issue about the impact across the city varying locally was an important point as the evidence before us was sufficient in its local detail in order for us to strengthen our locality planning.
3. We have not done enough in the city, and we cannot treat 1.1m people as a single homogenous unit.
4. We needed to start better developing our services at the local level to meet the very different localities and their different trajectories as we move forward.
5. One of the big transformation that we needed to do in this city was to localised our forward planning which was an important step.
6. The shift in bus use was noted in the report but it was important to note that the Census took place at just at the end of the pandemic.
7. We knew that there was a significant drop in bus use and other public transport use.
8. Whilst not dismissing the point it was needed to update that information to ensured that what we have not seen here was just a blip.
9. In terms of life expectancy, this was an issue across the country and the passing of increased life expectancy we have seen decades on decades that it was faltering in this country, and we could not runaway from the implications of years of austerity in having had an effect which was now being seen in the life expectancy.
10. Some projection work have been done and there was some technical scientific annex to explain how this was done. It was not an exact science, but it gave us some sense for the future moving forward.
11. Where we have been able to drill down the data to a local area this was done. The Public Health Director undertook to pick up the invitation to attend Ward Forums and bring this out in amore public space.
12. In terms of the short journeys we had to keep in mind that the Census came in the pandemic and that will have had an impact. However, that trend was reflected in some of the other methods of transport and modality shift.
13. The key point about this was about short journeys – these were the journeys where people go to get a botte of milk they forgot or the newspaper – these were perfectly walkable journeys. We needed to look at how we designed our city.
14. The local plan would be important for us moving forward, but also how we were working with citizens to help them to understand that getting out and being active was not a chore and should be part of our lives and we should become a walkable and cycling city which was an ambition held by Cabinet for some time.
15. When we looked at what was driving the fall in life expectancy and why we were different we were dropping faster than the rest of the country. Some of that was Covid-19 and there was an analysis that broke down when we were hit harder by Covid-19 because of our underlined based position of health in the city.

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16. A lot of this was about cardiovascular disease which were diseases that were preventable as they were driven by inactivity, smoking and diet.
17. In terms of the aging profile of the city – long-term modelling – one thing that should be highlighted was that we saw an unexpected bulge in 50–59-year-olds. Some of this was the natural progression of children aging up, but we were not expecting to see a 14% rise in 50–59-year-olds.
18. This was economic migration i.e. people moving to the city for work in their 50s which was important for us to understand as that was the group that would move into their 60s over the next decade and potentially become a burden to Adult Social Care if there was no improvement in their health and wellbeing.
19. Regarding community engagement we have worked through this, and it was noted in the report that the ethnographic research and in the annex where there s the full report and dotted through the report were the reflections of people that lived in the city.
20. It was important that we kept that at he heart of our planning and our response to this report and think about how the changes did we were going to go through over the next decade felt for the people that lived there.
21. The illustrations in the report were done by students from Birmingham City University.

385. RESOLVED UNANIMOUSLY: -

That Cabinet formally received the Director of Public Health Annual Report 2023-24 and endorsed its conclusions.

EQUIPPING BIRMINGHAM ADULTS WITH ESSENTIAL SKILLS – PROPOSAL TO RECEIVE AND SPEND FUNDING WITH DELEGATED AUTHORITY TO INCREASE DELIVERY BY BIRMINGHAM ADULT EDUCATION SERVICE

The Deputy Leader presented the item and drew the attention of Cabinet to the information contained in the report highlighting the key points.

Councillor Harmer enquired where the delivery of the teach and learning will take place and whether there was opportunity to use library buildings for some of the delivery where we did not have existing local provision. The Deputy Leader responded that the aim was always to make it as easy as possible for local residents to access.

The Head of Service, Birmingham Adult Education Service stated that we valued the importance of outreach work and were already working out of libraries, Faith Group settings, community settings and schools settings and the need to work in local communities. Part of the opportunities that this funding offered us was to be flexible about how we offer the programme so that there was an opportunity to co-design and work at the pace of both community providers particularly around English class and ESOL and tutor skills. Essentially there were two types of residents who had needs – people who were going to self-referred the other were people who needed encourage, first steps support and this was going to be a part of that.

Councillor Harmer requested that information concerning where the local delivery in the Wards were be sent out on a tailored basis so Members could promote that through their networks. The Head of Service, Birmingham Adult Education Service undertook to make this information available to Members.

386. RESOLVED UNANIMOUSLY: -

That Cabinet:-

- Approved acceptance of the additional funding of £939,650 from WMCA for the purposes of increasing AEB funding for 2024/25; and
- Authorised the Director of Adult Social Care, in consultation with the Deputy Leader, to receive and spend the funding awarded in accordance with para 2.9 above with delegated authority.

KEY DECISION PLANNED PROCUREMENT ACTIVITIES (JUNE 2024 – AUGUST 2024)

The Leader presented the item and drew the attention of Cabinet to the information contained in the report.

Councillor Alden referred to the Commissioners comments concerning the IT items and the needed to ensure there were cost reductions to the Council of having longer contracts and that he was in agreement with the comment as this ought to be standard. He further referred to the work being proposed to the Cricket Blocks and stated that this was welcomed as the work was long overdue.

The Cabinet Member for Environment commented that he appreciated the Commissioners comments regarding the weed spraying services for Birmingham Parks and Nurseries. He added that whilst he understood the need for discretionary spending it was necessary to recognised the critical role these services played in maintaining the cleanliness and attractiveness of our public spaces. Additionally we were obliged by law to address invasive species like Japanese Knotweed and Giant Hogweed.

387. RESOLVED UNANIMOUSLY: -

That Cabinet approved the planned procurement activities and approved Chief Officer delegations, set out in the Constitution for the subsequent decisions around procurement strategy for the following:-

- Weed Spraying Services for Birmingham Parks and Nurseries
- Tower Block Fire Safety Improvement Works
- Fire Door Installations
- IT Service Management Solution
- Security Tooling Renewals
- Bikeability Cycle Training

NON-KEY DECISION PLANNED PROCUREMENT ACTIVITIES (JUNE 2024 – AUGUST 2024)

The Leader presented the item and drew the attention of Cabinet to the information contained in the report.

The Director of People Services noted Councillor Alden's queries concerning the RoleMapper Phase 2 and advised that RoleMapper only started to be used in about October of 2023 but that it was actually the repository for all of the job information on an on-going and enduring basis. It was there as part of the Job Evaluation and Equal Pay Programme, but it will also be the enduring system used by the Council to hold all its job information as part of the on-going evaluation processes.

388. RESOLVED UNANIMOUSLY: -

That Cabinet approved the planned procurement activities and approved Chief Officer delegations, set out in the Constitution for the subsequent decisions around procurement strategy for the following:-

- RoleMapper Phase 2

OTHER URGENT BUSINESS

389. No item of urgent business was raised.

As this was the last Cabinet meeting for this Municipal Year the Leader expressed thanks to everyone for their contributions over the course of this year.

The meeting ended at 1201 hours.

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CHAIRPERSON

BIRMINGHAM CITY COUNCIL

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| <p>CABINET MEETING TUESDAY, 19 MARCH 2024</p> |
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MINUTES OF A MEETING OF THE CABINET COMMITTEE HELD ON TUESDAY 19 MARCH 2024 AT 1000 HOURS IN COMMITTEE ROOMS 3&4, COUNCIL HOUSE, VICTORIA SQUARE, BIRMINGHAM, B1 1BB

PRESENT: - Councillor John Cotton, Leader in the Chair

Councillor Nicky Brennan, Cabinet Member for Social Justice, Community Safety and Equalities
 Councillor Liz Clements, Cabinet Member for Transport
 Councillor Jayne Francis, Cabinet Member for Housing and Homelessness
 Councillor Brigid Jones, Cabinet Member for Finance and Resources
 Councillor Majid Mahmood, Cabinet Member for Environment
 Councillor Karen McCarthy, Cabinet Member for Children, Young People and Families
 Councillor Robert Pocock, Interim Cabinet Member for Health and Social Care
 Councillor Saima Suleman, Cabinet Member for Digital, Culture, Heritage and Tourism
 Councillor Sharon Thompson, Deputy Leader of the City Council

ALSO PRESENT:-

Councillor Robert Alden, Leader of the Opposition (Conservative)
 Councillor Morriam Jan, (Liberal Democrat)
 Councillor Ewan Mackey, Deputy Leader of the Opposition (Conservative)
 Professor Graeme Betts, Acting Chief Executive
 Richard Brooks, Director, Strategy Equalities and Partnerships
 Pam Harris, Commissioner
 Deborah Carter-Hughes, Assistant Director, Corporate Law
 Max Caller, Lead Commissioner
 Paul Clarke, Assistant Director (Programmes, Performance, and Improvement)
 Craig Cooper, Strategic Director of City Operations
 Louise Collett, Director, Adult Social Care
 John Coughlan, Commissioner
 Katy Fox, Director of People Services
 Mark Gamble, Head of East Birmingham Development
 Fiona Greenway, Interim Finance Director and Section 151 Officer
 Sue Harrison, Strategic Director of Children & Families (DCS)
 Paul Kitson, Strategic Director of Place, Prosperity and Sustainability.
 Paul Langford, Strategic Director, City Housing
 Philip Nell, Director for Property and Investment
 John Quinn, Interim Chief Operating Officer
 Marie Rosenthal, Interim City Solicitor and Monitoring Officer
 Jane Smith, Enterprise Zone Programme Manager
 Jo Tonkin, Assistant Director, Partnerships Insight and Prevention (online)
 Lindsey Trivett, Head of Service, Education and Skills

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Errol Wilson, Committee Team Leader

NOTICE OF RECORDING/WEBCAST

321. The Chair welcomed attendees and advised, and the Committee noted, that this meeting will be webcast for live or subsequent broadcast via the Council's Public-I microsite ([please click this link](#)) and that members of the press/public may record and take photographs except where there are confidential or exempt items.
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APOLOGIES

322. An apology for lateness was submitted on behalf of the Deputy Leader Councillor Sharon Thompson.
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DECLARATIONS OF INTERESTS

323. The Chair reminded Members that they must declare all relevant pecuniary and other registerable interests arising from any business to be discussed at the meeting.

If a disclosable pecuniary interest is declared a Member must not participate in any discussion or vote on the matter and must not remain in the room unless they have been granted a dispensation.

If other registerable interests are declared a Member may speak on the matter only if members of the public are allowed to speak at the meeting but otherwise must not take part in any discussion or vote on the matter and must not remain in the room unless they have been granted a dispensation.

If it is a 'sensitive interest', Members do not have to disclose the nature of the interest, just that they have an interest.

Any declarations will be recorded in the minutes of the meeting.

MINUTES

324. **RESOLVED:** -

The Minutes of the meeting held on 13 February 2024, having been previously circulated, were confirmed and signed by the Chair.

EXEMPT INFORMATION – POSSIBLE EXCLUSION OF THE PRESS AND PUBLIC

As there were no reports with an exempt or private appendix the Chair advised that the public meeting would carry on to consider the recommendations.

325. RESOLVED:-

That, in accordance with Regulation 4 of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012, the public be excluded from the meeting during consideration of those parts of the agenda designated as exempt on the grounds that it is likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the press and public were present there would be disclosure to them of exempt information.

ENTERPRISE ZONE PROGRAMME MANAGEMENT LEVY

The Leader introduced the item and drew the attention of Cabinet to the information contained in the report. He highlighted that the report sets out proposals around the Enterprise Zone (EZ) and that the city remained open for business and we continue to see high levels of investments and developments within the city.

The Enterprise Zone Programme Manager noted Councillor Alden's comments and enquiries concerning the number of jobs created; the business rates and the liquidation and gave the following responses:

- We were aware of the number of jobs created but we have a programme management system we were working with, and the figure would be updated shortly.
- In regard to the business rates query, this figure was included, and the business rates uplift and the £3m would come out of that figure as agreed.
- In terms of paragraph 3.11 the liquidation has happened, and all documents had been transferred to the Council. Currently £1.8m - £1.9m had been transferred to the Council from the liquidators.

The Chair advised that on the last bullet point this had happened as he had to swear and sign a document in front of a lawyer.

326. RESOLVED UNANIMOUSLY: -

That Cabinet:-

- I. Approved in its capacity as the Council and as Accountable Body for the Enterprise Zone, the provision of up to £5,744,123 funding from ring-fenced EZ Business Rates Uplift Income to wholly cover programme costs for the period from 1 April 2024 to 31 March 2028;
- II. Approved the receipt of the GBSLEP Ltd residual funds, estimated to be £1.8m, at the point of that company's liquidation and that the management of these funds in accordance with conditions and guidance set by GBSLEP Ltd is

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subsumed into the existing accountable body role of the council for the Enterprise Zone and Legacy Funds;

- III. Delegated authority to the Strategic Director of Place, Prosperity and Sustainability to take such actions as are necessary to ensure that the correct organisational structure and resources are in place to deliver the outcomes required within the timescales and budgets that have been set in compliance with the Council's policies and procedures; and
- IV. Authorised the City Solicitor to negotiate, execute and seal and complete all necessary agreements and documentation to give effect to the above decisions.

BEAS ENERGY EFFICIENT GRANT (DEPARTMENT OF ENERGY SECURITY AND NET ZERO) ACCEPTANCE OF MANAGEMENT FEE

The Leader introduced the item and drew the attention of Cabinet to the information contained in the report. He advised that paragraph 1.4 of the report should read '*... approval to accept an additional £1,575,000 to cover management fees to deliver BEAS ...*' and not ... approval to accept an additional £1,575,000 to cover management fees to deliver BEAS...'

The Cabinet Member for Housing and Homelessness commented that she was fully supportive of the acceptance of this additional monies and the management fee to deliver this important energy efficient grant programme. Without doubt this money will be instrumental in supporting energy efficient businesses in the West Midlands and will help transition to net zero mitigating the impacts of energy costs rises.

The Cabinet Member for Environment commented that he was pleased that this would help to support SME's to mitigate against the rise in energy costs and the transition to net zero.

327. RESOLVED UNANIMOUSLY: -

That Cabinet:-

- I. Accepted the offer of £1,575,000 as management to deliver the £10,500,000 BEAS Energy Efficiency Grant Programme; and
- II. Authorised the City Solicitor (or their delegate) to negotiate, execute, and complete all necessary documentation to give effect to the above decisions.

CHANGE TO ORDER OF BUSINESS

- 328.** The Chair advised that he would take Agenda items 10, 11, 12, 13 and 9 ahead of agenda item 8 until the Deputy Leader arrive at the meeting. The Deputy Leader having submitted an apology for lateness.

SHELFORCE MACHINERY REPLACEMENT

The Cabinet Member for Housing and Homelessness presented the item and drew the attention of Cabinet to the information contained in the report.

Councillor Robert Alden commented that Shelforce was a real asset to the city and that he welcomed the report for the investment of the new machinery to ensure that they could continue trading.

The **officer** noted Councillor Ewan Mackey’s comments concerning the machinery having no book value due to depreciation each year and advised that we would be using the machinery as back-up but fundamentally we will use it as ancillary machinery. He added that we have a plan in terms of utilising that machinery. It will not be the full production level that we were currently doing as we were almost doubling the capacity of the factory of its previous run rate on that machinery. It was a valid case that should we ever wanted to dispose of that equipment that there could be some worth in the marketplace and we would look at that as an option.

329. RESOLVED UNANIMOUSLY: -

That Cabinet:-

- (i) Approved capital spend of £573,590 in 2023/24 in order to replace vehicles and machinery within the Shelforce factory;
- (ii) Delegated authority to the Strategic Director for City Housing (or their delegate), in consultation with the Assistant Director Corporate Procurement (or their delegate), the Interim Finance Director (s151 Officer), (or their delegate) and the Interim City Solicitor & Monitoring Officer (or their delegate) to approve the procurement strategy and the award of contract(s) for the replacement vehicles and machinery outlined in this report; and
- (iii) Authorised the Interim City Solicitor and Monitoring Officer to prepare, execute, and complete all relevant legal documentation to give effect to the above decisions.

A45 BIRMINGHAM TO AIRPORT AND SOLIHULL SPRINT PHASE 2 FULL BUSINESS CASE

The Cabinet Member for Transport introduced the item and drew the attention of Cabinet to the information contained in the report and highlighted paragraph 3.8.

The Cabinet Member for Finance and Resources commented that it was vital in terms of mobility and a game changer in terms of access and jobs to other parts of the city.

The Cabinet Member for Environment commented that this was great public transport infrastructure through East Birmingham was being improved in this

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way and showed how the Council could work productively in partnership with other organisations and agencies. Anything that promotes public transport will help us in our route to net zero. It was pleasing that the impact on trees would be less than originally planned.

The Cabinet Member for Transport noted Councillor Morriam Jan's comments in relation to the disruptions for the residents and assurances to be given that the residents would be listened to etc. and advised that there will be some disruption during the construction phase. She stated that based on the number of visits she had made to the A45 in the last year sadly one of them was as a result of a who was riding a bicycle being killed on the A45. The community along the A45 came together (particularly in Hay Mills) to say they wanted traffic to move slower and for better safety for cyclists. This was a bus priority scheme but reallocating road space towards mass transit would help to slow traffic and improve the experience of everybody travelling along the A45 corridor. This scheme was a key part of delivering that as a reliable public transport system gives people the confidence they could swap onto busses for their everyday journeys.

The Cabinet Member for Transport further noted Councillor Morriam Jan's query concerning rat-running on the side roads due to the work on the A45 and stated that if the local Councillors in the area were interested in working with their residents in the communities to develop low traffic neighbourhoods and implement the low traffic approach which was also a key part of the Birmingham Transport Plan she would support them in that, and the officers would also work with them on those schemes. For all of our communities reducing volumes of traffic would provide better road safety a pleasant environments and healthy neighbourhoods and streets where it was pleasant to walk and cycle.

330. RESOLVED UNANIMOUSLY: -

That Cabinet:-

- a. Noted the content of the report and approved the Full Business Case for A45 Birmingham to Airport and Solihull Sprint Phase 2 as set out in Appendix A, to the report, at a total scheme cost to WMCA of £9.000m, and authorises the Assistant Director Transport and Connectivity in consultation with the Cabinet Member for Transport to agree the final detail of the scheme with WMCA who are acting in their capacity as project promoter and funder;
- b. Approved, subject to WMCA having the necessary approvals and funding in place, the City Council entering into legal agreements with WMCA to allow the works to be carried out on the public highway within Birmingham, and for the legal agreement to be made without a bond being required from WMCA as detailed in paragraph 7.3.3, to the report;
- c. Noted that following implementation, WMCA will be financially responsible for the ongoing maintenance resulting from the highway works at an estimated cost of £0.012m per year as detailed in Paragraph 7.3.8, to the report;

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- d. Noted the expenditure of fees and other costs for internal staff costs up to a value of £0.300m for the City Council to complete design reviews, legal agreements, traffic regulation orders and site inspections, and that the City Council will be reimbursed by WMCA based on actual costs rather than a fixed fee percentage, subject to an agreed cap on overhead rates of 15%;
 - e. Approved the installation of one further BLE camera in addition to the four reported in the original Cabinet report, at an estimated additional cost of £0.020m to be funded by WMCA as part of the overall project, and notes that following completion of the scheme the City Council will be responsible for the on-going operation of the BLE activity and the resultant income and expenditure including future maintenance obligations; and
 - f. Authorised the Interim City Solicitor & Monitoring Officer (or their delegate) to negotiate, execute, seal and complete all necessary documentation to give effect to the above decisions.
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WALSALL TO BIRMINGHAM SPRINT PHASE 2

The Cabinet Member for Transport presented the item and drew the attention of Cabinet to the information contained in the report.

Councillor Morriam Jan stated that due to all the works businesses in her Ward had suffered. She added that a number of petitions have been submitted due to the loss of income as a result of the roadworks. With regard to Scott Arms if people wanted to cycle the roads needed to be safer.

The Cabinet Member for Children, Young People and Families expressed thanks to the Cabinet Member for the report and stated that it was important for routes like the A34 have this service. We wanted people and our young people to get around the city easily and the sprint route would encourage the use of public transport rather than private cars.

The Interim Cabinet Member for Health and Social Care commented that he welcomed the report for the following reasons – we needed to remember the economic benefits to be gotten out of improving the connectivity between Birmingham and Walsall which was a major economic benefit to Walsall Town and Birmingham as a city. The estimate of the benefit cost ratio 2.74 was one of the best measures of value for money that we get from these schemes. This was strategically important economic regeneration initiative for the West Midlands and not just for Birmingham. Secondly, now we have these bus shelters and the rapid transport system that brought people into the City Centre much more speedily it would encourage a preferred mode of transport shift towards the public transport option.

The decision not to extend the road widening scheme would of-et some of the concerns raised by Councillor Jan about the disruption would perhaps help as would the junction improvements that were in the pipeline.

The Cabinet Member for Transport noted Councillor Jan's comments and stated that she was sympathetic to the comments in relation to the businesses, but as she was aware a lot of transformation was being done for transport around Perry Barr. A new rail station, the A34 blue route that goes from the City Centre up to the Alexander Stadium which was extended as a result of the Commonwealth Games. Since being a Cabinet member we have had two indicators on the A38 and A34 blue routes and live information on how many cyclists have passed that point. There was also a website called the *Westmidlandscycletron* which was set up by an innovative person to collate all the data from the cycle routes across the region. In terms of the number of people cycling in the city we were talking of a small number, and we needed to work hard to create an environment here it was safe to cycle.

331. RESOLVED UNANIMOUSLY: -

That Cabinet:-

- (i) Noted the content of this report and approves the Full Business Case for A34 Walsall to Birmingham Sprint Phase 2 as set out in Appendix A, to the report, at a total scheme cost to WMCA of £4.600m, and authorises the Assistant Director Transport and Connectivity in consultation with the Cabinet Member for Transport to agree the final detail of the scheme with WMCA who are acting in their capacity as project promoter and funder;
- (ii) Approved, subject to WMCA having the necessary approvals and funding in place, the City Council entering into legal agreements with WMCA to allow the works to be carried out on the public highway within Birmingham, and for the legal agreement to be made without a bond being required from WMCA as detailed in paragraph 7.3.3, to the report;
- (iii) Noted that following implementation, WMCA will be financially responsible for the ongoing maintenance resulting from the highway works at an estimated cost of £0.001m per year as detailed in Paragraph 7.3.8, to the report;
- (iv) Noted the expenditure of fees and other costs for internal staff up to a value of £0.280m for the City Council to complete design reviews, legal agreements, traffic regulation orders and site inspections, and that the City Council will be reimbursed by WMCA based on actual costs rather than a fixed fee percentage, subject to an agreed cap on overhead rates of 15%;
- (v) Approved the installation of one further BLE camera in addition to the four reported in the original Cabinet report, at an estimated additional cost of £0.020m to be funded by WMCA as part of the overall project, and notes that following completion of the scheme the City Council will be responsible for the on-going operation of the BLE activity and the resultant income and expenditure including future maintenance obligations; and

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- (vi) Authorised the Interim City Solicitor & Monitoring Officer (or their delegate) to negotiate, execute, seal and complete all necessary documentation to give effect to the above decisions.

SCHOOLS’ CAPITAL PROGRAMME – SCHOOL CONDITION ALLOCATION, BASIC NEED ALLOCATION 2024-25+ FUTURE YEARS

The Cabinet Member for Children Young People and Families presented the item and drew the attention of Cabinet to the information contained in the report.

Councillor Alden commented that it was vital to ensure that proper consultations with communities to get the right location. He stated that in his Ward Queensbridge School extended creating an off-site 6th Form which we were happy to support into the former Osborne Nursery School building which was closed as they went back into the original Victorian building. It was ensuring that we find the right places and there were a number of old school sites in north Birmingham that could be looked at to ensure the right places were chosen.

Councillor Alden referred to paragraph 7.4.1 of the report and stated that as a Council it was needed to ensure that we were getting best value for every penny that we were spending in this area.

The Cabinet Member for Environment stated that the report showed we were providing the best school places to give young people in our city the best start in life. This reminded him how we have missed initiatives like Building Schools for the Future programme that did so much in their time to help deliver new and refurbished schools in this city. We must not forget that the scrapping of the Building Schools for the Future programme by Michael Gove, MP, during his time in charge of education has been put forward as one of the reasons we then faced the RAAC crisis that came late last year.

The Cabinet Member for Children Young People and Families stated that on the locations of the three schools the local MPs and Councillors have been involved and there will be further consultations. The need for the three special schools were complicated and existing sites may not be suitable, but we will continue to talk to those involved and at the appropriate time to involve the community. In terms of Acivico she was pleased that over the last year she had the opportunity to put the views of schools to Acivico and to our officers who dealt with those aspects of the contract. There was a better understanding now of what schools needed.

332. RESOLVED UNANIMOUSLY: -

That Cabinet:-

- a. Noted the progress on the delivery of the Schools’ Condition Programme and Schools’ Basic Need Capital Programme, as outlined in the report;

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- b. Approved the OBC for the Schools' Condition (SCA) Programme (Appendix 2, to the report) and the anticipated allocation of up to £14.000m for the delivery of this programme;
- c. Approved the OBC for the Schools' Basic Need (BN) Programme (which includes the High Needs Provision Allocation for SEND places) (Appendix 3, to the report) for the delivery of this programme;
- d. Approved the procurement strategy for the Basic Need and Schools' Condition Allocation schemes above the procurement governance threshold of £0.250m (ex VAT) and delegates the award of contract to the Cabinet Member for Children, Young People and Families in consultation with the Strategic Director for Children and Families;
- e. Approved the allocation of £3.000m of Basic Need Grant for the development of Feasibility Studies, to include undertaking surveys, detailed design and planning, to inform Full Business Cases (FBC) in order to deliver the Basic Need and High Needs Provision Programme;
- f. Noted that in dual funded projects, approval will only be sought for the Council's contribution to the cost of the project; and
- g. Authorised the City Solicitor and Monitoring Officer to negotiate, execute, seal and complete all necessary documents to give effect to the above decisions.

ACIVICO FURTHER CONTRACT EXTENSION – UPDATED DEFERRED REPORT

The Deputy Leader introduced the item and drew the attention of Cabinet to the information contained in the report highlighting the key points. She expressed thanks to the Members of the Cabinet Committee Group Company Governance Committee who were flexible for another meeting that needed to take place.

Max Caller, Lead Commissioner stated that he was grateful that the Leader had allowed him to attend the Cabinet meeting and speak to this item. He made the following statements:-

One of the things we knew from all the interventions was that Councils that got into trouble frequently did not understand how to set up and govern local authority companies. This was one such example from its very outset. Many Councils have put into local authority companies problems that they did not know how to solve at the short time and thought that by hiding it away in a company structure the problem would go away, and they did not. When you set up a local authority company you needed to have an effective client side so that you could test whether or not the company served its clients well and delivered good value for money and you needed a strong contract process.

And the reality was you could see from the history was that Cabinet had asked for this to happen over many years and Members were unable to get officers to do what they had asked. It was really unfortunate for Mr Philip Nell here who

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had been left with a parcel when the music stopped when actually all the failure happened way before he had any responsibility for it. But these things were significant and now we were in a situation where the company was at risks whether or not it delivered good services because of the failure to get the right report at the right time. It was very disappointing to hear Members being told and in full meeting that it was their fault why officers had not got the right report which he found completely unacceptable. He was please that the officer was no longer here to give advice to members because you cannot go on like that.

I just wanted to make this serious point that you needed to have officers that served you well and understand what you do in real time, that you needed to set things up in the right way. That companies that worked for you needed to have proper client management and properly understood the services that they ran. In Acivico's case this was particularly important because you needed the Corporate Landlord model to work to be able to drive efficiencies so that you could save money next year which would not have an impact on services. Acivico presently were providing client-side activity to make this work. You needed a contract but probably not this one in the long-term which was why you were doing this now because you have not had a proper report to be brought forward at the right time to help your Deputy Leader to do the job she was trying to do.

Councillor Ewan Mackey commented that e just recently had an independent governance review that came across with some good recommendations that was discussed in Cabinet. The recommendation was scathing about the Cabinet's attitude to risk, and this fell into that slot. Cabinet in 2014 decided to bolt on a number of additional services into Acivico way beyond what its original model was. The report arrived at Cabinet with no risk assessment attached to it and no discussions around how that would impact the viability of the company but that was passed unanimously through Cabinet.

It was Cabinet that decided in 2017 to outsourced the design construction facilities amongst what was referred to as Design Construction Facilities Management (DCFM). That was based on an incomplete report which had no risk assessment attached to it which Cabinet was happy to unanimously approved. It was only the Council's Auditors themselves that came in and looked at Acivico and highlighted the general risk around the governance. Cabinet then reversed its 2017 decision pending an overall review of the company. It was thought that where we have been saying for the whole time of how poor the Cabinet attitude to risk was and highlighted all these reports that came with no risk assessment, we were told many times that *we know that*, but it just was not put in the report.

Councillor Alden referred to the report and stated that some information was missing from the report as it mentioned in the background that the company started in 2012. But it was silent on what happened in 2012 and 2017. In 2014 the Cabinet decided to add on a load of additional services without any risk assessment taken or any consideration of how that would impact the viability of the company. In 2017 it decided to outsourced the DCFM based on an incomplete report with no risk assessment. This was only changed after the Council's Auditors intervened. It was Cabinet ever since that was overseeing Acivico through the Cabinet Committee Group Company Governance

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established in response to the auditors concerns. The Cabinet should have been aware of what was happening all this time. It was important to understand that if there was something in a Cabinet report that was incomplete or as the Commissioner had described that this was not good local governance standards then it leaves as much on the Cabinet if they approved that report as it was on the officer who wrote that report. We have sat in this meeting time and again over the last 12 years pointing out missing things that was needed to properly make a decision from the Cabinet report.

In all cases almost those reports were voted on and accepted by the Cabinet and that they would find out the information afterwards. It should also be noted that before any report got to Cabinet it was already looked at by the Cabinet Member for that area and agreed. It was also looked at by the Scrutiny Chairman and agreed with them, so it was already approved by the Member of the Cabinet before it got published in the Cabinet papers. It was worth also pointing out that even if officers were not raising concerns about Acivico, we did not need officers to raise concerns because the statutory recommendations from the auditors twice made it very clear what the issues were around this. Every Member of the Council should have been absolutely aware of those concerns.

Councillor Alden referred to paragraph 6.3 of the report and requested that it be confirmed that if a contract was in place a letter of assurance from the Council will not be needed or will this still be needed regardless.

Councillor Jan stated that she had concerns about Acivico raised by youth clubs libraries as to whether we got value for money and whether there was any value for money.

The Cabinet Member for Transport stated that she had joined the Cabinet Committee Group Company Governance last summer and it was her understanding that both the current Deputy Leader and the previous Deputy Leader had been chasing a performance-based information to try and address the situation and this simply did not happen. She added that she had attended a number of meetings and it we have not had timely information. This was an area needing improving working together as Cabinet Members and officers. The positive news was that the Cabinet Committee Group Company Governance have taken on board the feedback the Lead Commissioner of the need to ensure that we were working in compliance with the LACO the tool kit that managed local authorities and companies and we have had a couple of reports now to implement that best practice. As Members of the sub-committee we needed to be rigorous and ensured that the governance arrangements of all our companies were in line with what was best practice in the sector.

The Cabinet Member for Finance and Resources stated that in 2014 she was knee-deep in dealing with the Trojan horse affair but as for the period where she was chairing the Cabinet Committee Group Company Governance and did have this in her portfolio the Lead Commissioner has stated all that could be said.

The Deputy Leader expressed thanks to everyone for their comments particularly to Councillors Alden and Mackey. She stated that Cabinet do take

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its role seriously and we do asked questions and take risks seriously. As Members there was a fine line between operational and the policy side that we were looking at and implementation and we would asked questions based on the things that came in front of us. The Deputy Leader stated that when she picked up this portfolio she had pushed as much as she could to get questions answered. She added that she would like to think that her colleagues would say the same even consulting on a cross-party basis and getting views as well and ensuring questions that needed to be asked were asked. It must be noted also that my predecessor Councillor Brigid Jones had done the same and in meetings with her. What we should not be doing as it was not helpful to anyone was to get into a blame game at this point with officers and Members.

The Deputy Leader continued where things have gone wrong we needed to look at governance and culture -and we have had a review on that - and we will be looking at that strand and things will need to change, and they will change. As we were going through that process we needed to get to not missed focus on some of this. We will deal with those issues, but we also needed to deal with the issues in hand in terms of Acivico and ensuring we were getting that right. This was the reason this report was brought to Cabinet so that we could put any issues to bed once and for all and move forward in a sensible way that will bring value for money for the residents we were elected to serve.

333. RESOLVED UNANIMOUSLY: -

That Cabinet:-

1. Approved a further extension, from 1 April 2024 to 31 March 2026, to the contracts between the Council and Acivico (DCFM) Ltd/Acivico Ltd regarding the design, construction and facilities management services and Acivico Ltd regarding the building consultancy services;
 2. Approved the contract extension with options for the Council to exercise the right to terminate with three months' notice;
 3. Authorised the Interim City Solicitor and Monitoring Officer (or their delegate) to negotiate, execute and complete all necessary legal documents to give effect to the above decision;
 4. Noted that the full review of the contract and performance framework with Acivico is to take place during this period and company/group position review is part of the council's improvement recovery plan stream, Companies and Traded Services; and
 5. Requested a further progress report to be provided to Cabinet be provided by September 2024 providing a comprehensive plan (including milestones) on when and how this will be progressed.
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WEST MIDLANDS INVESTMENT ZONE AND GROWTH ZONES

The Deputy Leader introduced the item and drew the attention of Cabinet to the information contained in the report. She advised that there was a slight amendment required which was the removal of the words from paragraph 2.8 noting that Birmingham City Council had set out its position in paragraph 7.3.10 of the report. This was on the basis that we needed to continue conversation with the Combined Authority to ensure we were bottoming out and last issues that needed to be dealt with. The Deputy Leader expressed thanks to all the officers from BCC and the Combined Authority that worked on this, the Elected Members including the local MP and local people and her predecessor Councillor Brigid Jones who had started the process in terms of the levelling up agenda.

The Cabinet Member for Digital, Culture, Heritage and Tourism welcomed the investment into Birmingham knowledge Quarter and the development of the Birmingham Innovation Zones. She stated that by working with our partners including the universities and businesses this Quarter would stimulate the development of the wider Nechells area around the Birmingham to Fazeley Canal as envisaged in the Councils Future City Plan Framework. She added that as Cabinet Member with responsibility for the Digital agenda she was pleased and excited that this Innovative Knowledge Quarter will deliver new engineering and advanced digital technology research capabilities. The digital industries were important to the city and there was already some excellent work and innovations taking place in this field. Further research and capabilities in this area will greatly enhance this providing not only development and jobs but further capacity for future digital inclusion across the whole city.

The Cabinet Member for Finance and Resources commented that it was exciting to see this coming forward. If any convincing was needed as to why such important project particularly the Growth Zone she would direct us to the equality impact assessment at the end of the report which showed just how the sheer levels of deprivation in the area that we were trying to affect. This was entrenched for generations and what the opportunity was for doing something different here.

The Cabinet Member for Housing and Homelessness stated that she fully agreed with the comments of the Cabinet Member for Finance and Resources. Having looked at the areas there were neighbourhoods that were crying out for this level of investments. She added that she was happy to support the establishment of a West Midlands Investment Zone and Growth Zones. The designation was essential for driving economic growth and helping to attract investment creation opportunities for our region more widely.

Councillor Alden stated that he was in support of the principle and that the key thing was maximising the benefit for the city and to ensure that these changes enabled sites that would not otherwise been developed to come forward and deliver economic benefits for the city.

The Head of East Birmingham Development noted Councillor Alden's request for information around how the specific sites were actually chosen and what the criteria were and made the following statements:-

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- There were two separate processes, the Growth Zones and the Investment Zone had something in common in that there was a Business Rate retention mechanism within them, but they derive from two separate places.
- One from the Devolution Deal in this case the Growth Zones and the Investment Zone from the Government's policy perspectives.
- The Investment Zone perspectives in particular had some quite stringent requirements for what kind of land qualified.
- Over the course of the last 12 months we worked with Government and the Combined Authority to identify sites within Birmingham and then to argue that they were eligible and should be designated an Investment Zone.
- Through that process we worked through different options. We had a lot of work to do convincing Government that Birmingham should be eligible for a site and through a process of sifting the Knowledge Quarter was the only site in Birmingham that Government agreed was suitable.
- The Growth Zones for East Birmingham was based on a previous planning and understanding of the area.
- It essentially took in all of the key employment land and all the sites where we expect to be significant potential for Business Rate growth over the next 25 years.

The Deputy Leader stated that this will be hugely important to the city and if we look at London's Innovation Hubs and the way they drove part of the economy this was something that was needed across the West Midlands and certainly in Birmingham and was a brilliant collaboration between public, private and academic partners which was exciting. She added that she was happy to bring something back to Cabinet for a future date for an update.

334. RESOLVED UNANIMOUSLY: -

That Cabinet:-

1. Noted the proposals for the establishment of a West Midlands Investment Zone (WMIZ) and Growth Zones (GZ);
2. Endorsed the designation by Government of land within Birmingham for:
 - Investment Zone Tax Incentives.
 - Investment Zone Business Rate Retention.
 - Growth Zone Business Rate Retention;
3. Ratified the governance arrangements for the WMIZ, including the role of the Investment Zone Joint Committee or any successor IZ Board, as set out in paragraphs 3.25 - 3.33 and Appendix 3, to the report;
4. Approved the proposal for Business Rate Retention as set out in paragraphs 7.3.6 - 7.3.11, to the report;
5. Noted that a Delivery Plan will be prepared which will set out a programme of infrastructure investment for the WMIZ;

6. Noted that proposals for the governance and financial and project management arrangements for the Growth Zone will be brought as a future report to Cabinet;
7. Delegated further decision making regarding the establishment and project management of the WMIZ to the Strategic Director of Place, Prosperity and Sustainability in consultation with the Interim Director of Finance (Section 151) that would otherwise not be taken by the Investment Zone Joint Committee, or for any financial undertaking, by Birmingham City Council Cabinet;
8. Delegated to the Interim Finance Director, in consultation with the Leader and Deputy Leader, subject to the concurrence of Commissioners authority to confirm the final financial structure of the IZ with WMCA; and
9. Authorised the City Solicitor to prepare, negotiate, execute and complete all relevant legal documentation to give effect to the above decisions.

**GRANTS TO SCHOOLS AND PRIVATE, VOLUNTARY AND INDEPENDENT
CHILDCARE PROVIDERS FOR THE DFE WRAPAROUND PROGRAMME
AND EARLY YEARS CHILDCARE EXPANSION - CAPITAL AND REVENUE
FUNDING.**

The Cabinet Member for Children Young People and Families presented the item and drew the attention of Cabinet to the information contained in the report highlighting the key points.

The Cabinet Member for Social Justice, Community Safety and Equalities commented that as a working parent she was in support of the report. She stated that the wraparound support for her was an absolute lifeline. It meant that her child with SEND did not have to transition from one childcare provider to another because she was in school the whole time. This made a huge difference to how her child felt, but it also meant she could go to work which was important to her and her family.

Councillor Alden stated that he welcomed the Government's support for this and the work that the Council had done on this so far. Increasing the amount and the affordability of childcare was vital. It was good to see this happening and it was also important to recognised not just the benefit it will have on people who already have children, it was the benefit that it will have on enabling people to have children who might not otherwise be able to afford to pay for childcare provision or to access provision that they would require if they wanted to.

The Cabinet Member for Housing and Homelessness stated that everyone at the meeting would welcomed the funding of affordable high-quality childcare. It covered so many bases not just in enabling parents or carers to go to work but its benefits for children were enormous. It would be hugely beneficial if the Government would be able to outline a long-term plan both in terms of the

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childcare workforce and in terms of affordability and access quality childcare for parents. Wraparound childcare in particular was vital and was about the whole range of provision from breakfast clubs to afterschool clubs. It was important to add that the provision that would be available and the funding for it was only available in term time. There was still that huge question mark about what happened during the summer holidays and the half-terms. It was hoped we could do some work as a Council to address this complex issue.

The Head of Service, Education and Skills noted Councillor Alden's comments concerning the timelines in Appendix C and stated that this work had been ongoing since the point of the report being written. The absolute timeline we have in effect a three-year programme so the funding we will make available as soon as we have gone through the right governance process. This will be made available over the three years of the programme. The statutory responsibility was that we had to have this available and accessible to every primary school by September 2026. We have a few years yet to get to that end point but the work we were doing was set out and an updated version will be done so that we can circulate to Members.

The Cabinet Member for Children Young People and Families stated that this was only the first steps, and that the emphasis was on the working parents needs and every child would benefit from at least part of what has been offered.

335. RESOLVED UNANIMOUSLY: -

That Cabinet:-

- a) Approved the development of the Wraparound Childcare and Expanded Early Years Offer Capital and Revenue capacity building programmes;
- b) Approved the rollout of the Capital and Revenue funding programmes to schools and childcare providers in Birmingham; and
- c) Delegated authority to the Director of Children and Families in consultation with the Interim Director of Finance (Section 151 Officer), the City Solicitor and the Head of Early Years and Childcare (or their delegates) to award funding to Childcare providers within existing Council financial and legal governance frameworks including the execution and completion of all necessary documents.

SOHO, LOZELLS AND EAST HANDSWORTH PUBLIC SPACE PROTECTION ORDER

The Cabinet Member for Social Justice, Community Safety and Equalities presented the item and drew the attention of Cabinet to the information contained in the report.

The Interim Cabinet Member for Health and Social Care commented that it was sometimes misrepresented that Public Space Protection Orders (PSPO) were a punitive regime which was far from the case. There were two strong positive

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benefits of this initiative the first of which was the wellbeing benefits to residents who felt that there was more that could be done around the issues of anti-social behaviour. Concerns about anti-social behaviour have negative economic impact effects as people will not go out to the shops and so trade fell off. There was also the mental health and wellbeing issues with people being concerned about crime and the depressive effects of the fear of crime and any measures that could be taken to off-set that problem was welcomed.

There was also a Council initiative within the PSPO to provide help and support for individuals who may be having trouble with drugs, addictive behaviour and alcohol so this was not a punitive initiative by any means but was a way in which support could be provided and it was welcomed to see the Soho Road Business Improvement Districts etc. was involved all coming together with a positive initiative to helping people in difficulty as well as providing that wider community assurance.

The Cabinet Member for Digital, Culture, Heritage and Tourism stated that as a Council it was important that we were listening too our partners and communities and were using our statutory powers to make the areas our residents live be a nicer and safer place for all. The report came about through consultation with local communities and was a good example of how the Council could work with communities to make the changes that people wanted to see in their areas.

The officer noted Councillor Alden's comments concerning the timeliness of PSPOs coming to Cabinet for approval and stated that it was hoped that the report laid out part of the reasons this particular PSPO took so long. She advised that they had gone out to consultations on two occasions as we were not getting the response that we felt we could warrant that we could show that we did a proper and full consultation. It took a bit longer as we started this during the Covid-19 period and we were struggling to do the type of activities that we needed to do to show that we had tried all other options before we looked at a PSPO. She added that she was in agreement with Councillor Alden's comments on timeliness and that in the last 10 months a review of the process was undertaken particularly with the Anti-Social Behaviour Action Plan now coming in from the Government and also the added powers that may come in from the Government as a result of that. The officer assured Cabinet that as a result of us looking at that and part of the report we had looked back on previous PSPOs to assess the impact and have put things in place where moving forward the process around PSPOs will be quicker. It was hope that the next PSPO submitted to Cabinet would reflect that.

The Cabinet Member for Social Justice, Community Safety and Equalities stated that this was something that we worked well in partnership with residents local BIDs and the Police with and it was hoped this proposal would move forward.

336. RESOLVED UNANIMOUSLY: -

That Cabinet:-

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- (i) Noted the reasons for a PSPO application within the defined restricted areas and the outcome of the formal consultation; and
- (ii) Approved the recommendation to move forward with the implementation of the PSPO on the basis of the evidence collated and consultation findings and instructs the Strategic Director of City Operations to proceed with plans to implement the PSPO.

KEY DECISION PLANNED PROCUREMENT ACTIVITIES (APRIL 2024 – JUNE 2024) AND QUARTERLY CONTRACT AWARDS (OCTOBER – DECEMBER 2023)

The Cabinet Member for Finance and Resources presented the item and drew the attention of Cabinet to the information contained in the report.

The Cabinet Member for Housing and Homelessness stated that it was essential for Cabinet to approve these activities to ensure transparency and effective governance and procurement processes. The proposed delegations to contracts award decisions aligned with the established governance framework and will enable efficient decision making in line with the Council's Constitution. We acknowledged and appreciated the Commissioner's comments, and we will incorporate them into our plans moving forward.

Councillor Alden referred to the *Children and Young Peoples Travel Service: Delegated Framework Award Report for Children and Young People's Travel Service (CYPTS)* and stated that this was an area where there was a lot of press coverage about the Council's contract over the last year. He added that this was something that needed to be carefully monitored by the Cabinet in terms of how this progressed so we could try and ensure that there was not another big issue that came forward like as happened previously. The Commissioner had highlighted the need to ensure there was a check after six months that we were getting value for money, but he would add an additional check that needed to happen on that to ensure that the children using the service were safe as this was an area where again there had been issues in the past around DBS checks and whether or not they had taken place by providers. We needed to be assuring ourselves of that as well.

Councillor Alden also referred to the *Waste Fleet Maintenance* and stated that before the 2019 Fleet Replacement Strategy which was three years late and was supposed to have delivered 247 new vehicles by now but only 76 of those have been done so far and the last update on this was postponed and that he was in agreement with the Commissioner's comments.

The Cabinet Member for Environment stated that the Commissioner's comment was a constructive point and was one that was needed to be considered more broadly and strategically. This was because this would not just cover the Environment portfolio, but may other service areas used vehicles as part of their operations. He added that he was fully supportive of anything that trade sufficiency in this way. Integrated transport unit was set to come forward as a Council wide initiative would help with this and he was committed to do his bit and work with officers to assess in line with the Commissioner's statement.

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The Cabinet Member for Children Young People and Families reassured Councillor Alden that the Children’s Travel Service team had robust processes to monitor both the contract and the savings that we expected from the change in procurement and the safeguarding of the children and young people using the contracted services was a top priority.

The Cabinet Member for Finance and Resources stated that the officers responsible for misleading Members on the safety of children in that service had exited from the Council quite some time ago and significant changes have been made to that service. She added that the rest of the helpful comments would be taken on board.

337. RESOLVED UNANIMOUSLY: -

That Cabinet:

- (i) Approved the planned procurement activities and approve Chief Officer delegations, set out in the Constitution for the subsequent decisions around procurement strategy for the following:
 - Mediation Service for City Housing and Housing Options Tenants
 - The repair, maintenance and major refurbishments of lifts in housing, council buildings and schools
 - Provision of Dog Kennel Services
- (ii) Noted the contract award decisions made under Chief Officers delegation during the period October 2023 – December 2023 as detailed in Appendix 3, to the report.

NON-KEY DECISION PLANNED PROCUREMENT ACTIVITIES (APRIL 2024 – JUNE 2024) AND QUARTERLY CONTRACT AWARDS (OCTOBER 2023 – DECEMBER 2023)

The Cabinet Member for Finance and Resources presented the item and drew the attention of Cabinet to the information contained in the report.

Councillor Alden referred to the Commissioners comments concerning the *A457 Dudley Road Improvement Scheme* and stated that it was important that there was an understanding as this had gone wrong elsewhere in the Council in the past that whilst external expertise might be brought in because there was a need for their expertise this did not externalised the responsibility for the delivery and ensuring that what was stated happened. The responsibility laid with the Cabinet and the officers still. Councillor Alden stated that the A457 Dudley Road Improvement Scheme had been through procurement a number of times before and enquired how this interlaced to the previous people hired to do this work. He further queried whether the work was completed or whether it was an overrun or an additional work.

The Strategic Director for Place, Prosperity and Sustainability advised that this was down to the longevity of the project, and it was suspected that there were different management arrangement at different stage of the project such as early design, later design and implementation. On the point made about

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ensuring that we have full accountability even when we used external project managers we do have excellent project management arrangement in the transport connectivity team. He added that he had no doubt that the Assistant Director fully understood that using external support had not absconded any responsibility and that he was sure he would be on top of the management of that contract.

The Cabinet Member for Transport stated that it was a scheme we had received levelling up funding for in the first round and was a major scheme to be modelled like Dudley Road putting bus priority, cycle infrastructure and was on-going. It involved bringing in a new bridge and it was understood that here will be a Ministerial visit within the next few weeks to look at progress there. At the moment what was happening was resurfacing of the road surface. This required a dedicated project management. The Cabinet Member for Transport undertook to share the weekly update on the scheme with Councillor Alden if he was happy for this to be done as it was a major scheme.

338. RESOLVED UNANIMOUSLY: -

That Cabinet:-

1. Approved the planned procurement activities and approve Chief Officer delegations, set out in the Constitution for the subsequent decisions around procurement strategy for the following:
 - Project Management for A457 Dudley Road Improvement Scheme
 - Supply of Identity Plates for Private Hire Vehicles and Hackney Carriages
 - Digital Autopsy Services
2. Noted the contract award decisions made under Chief Officers delegation during the period October 2023 – December 2023 as detailed in Appendix 3, to the report.

NEW WHISTLEBLOWING POLICY AND PROCEDURE

The Deputy Leader introduced the item and drew the attention of Cabinet to the information contained in the report.

In response to questions and comments the Deputy Leader made the following statements:-

- The policy had this morning been uploaded to the Intranet and along with officers she has had conversations about whether we could do something in ne of the staff webinars with the Acting Chief Executive so that officer on all levels understood where that was.
- That she had enquired whether the policy would be made available to new starters when they join the Council as part of HR and the induction process to ensure that people knew where the policy was.

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- We were also ensuring that the policy was fed through the organisation through conversations.
- The Deputy Leader gave assurance that with the conversations she was having with officers it was about what this meant to people on the ground that were working.
- That she did not want a policy that hit the goals and missed the point and will continue to work with officers around this.
- It cannot be emphasised enough how much culture and governance needed to be looked at within the organisation not as a tick-box exercise but as an exercise that this was a healthy place for all of us to thrive whether its Members or our officers or our partners.
- The culture piece would be picked up and she has had conversations with the Lead Commissioner and John Coughlan about anything that we were doing at the moment in terms of changes and policies that we could look at the culture as we go forward and pick up anything that we needed to tweak in practice.

339. RESOLVED UNANIMOUSLY: -

That Cabinet:-

- a. Agreed the two new whistleblowing policies and the new whistleblowing procedure and that they be adopted and published on the Council's internet and intranet and that an update on the policy be submitted to Cabinet within 6 months; and
- b. Agreed that a communication strategy for the new Whistleblowing Policy and Procedure is agreed with the Deputy Leader for the launch of the new process.

CORPORATE PLAN 2022-2026: PERFORMANCE AND DELIVERY MONITORING REPORT

The Deputy Leader presented the item and drew the attention of Cabinet to the information contained in the report.

The Interim Cabinet Member for Health and Social Care highlighted the work being done for the bold health Birmingham aspect of the plan and paid tribute to the work of the officers who had delivered this. He added that he would like to emphasised in particular the progress made on supporting young people who were transitioning to adulthood. This was a key strategic improvement in the way we were working and was identified some while ago that this cliff edge occurred as people moved from children into adulthood in the adult social care system. He stated that a lot of hard work was being done to make that transition effective in preparation for adulthood as being a tough job but progressed according to schedule. The shared lives programme was also an important work. There were some Red ratings most of which were still within sight of completion. He further emphasised the suicide strategy which was initially raised by some Members a few years ago which was now incorporated in the mentally healthy system. The work on assessment was an important area and we had to put effort elsewhere in the service for a while, but we needed to intensify the efforts and commitments which had been given to

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intensified the efforts to do these reassessments in order to help a strength-based approach to be taken.

The Cabinet Member for Children Young People and Families referred to the children's indicators on page 31 of the report which enabled all children and young people to thrive. The delivery milestones were looking good, and the Amber ratings were in two areas that have been a challenge for quite some time. We were working with the Children's Trust on the care leavers indicators and indeed will be working with the care leavers group next week on some of these issues. We were hoping that the publicity around the extension to the early years entitlement would help us reach more families and improve the take up.

In terms of the Red indicator on percentage on the education health care plans issued within 20 weeks this was something that had improved dramatically over the last 2 years but has now dipped out of the tolerance zone and was showing as Red. It was thought that this may be related to the fact that we were now able to replace interims and agency staff with permanent staff and that this was a temporary blip and was high on our list to keep an eye on. It was worth noting a couple of points – the improvement plan sets a target of 60% which we have achieved but we will always accept a stretched target where appropriate. The national average was 50% and even though we were not within our tolerance zone we were exceeding the national average.

Councillor Alden referred to page 662 of the Agenda Pack point 7 and stated that six of 12 non-static measures were worsening. He queried how this would be turned around. On page 726 in relation to the NHS health checks he voiced concerns that we were showing an optimism bias on how we rated these. This was rated as Green and was below the all England benchmark and was to two decimal points just hitting the target but the direction of travel was that it was worse 30% in a quarter. He stated that he would not say that this was a Green but should be rated as Amber so that we were properly monitoring and seeing what issues were there. With regard to procurement he questioned whether this was an issue elsewhere in the Council and whether any measures had been taken elsewhere in the Council to make that procurement system more accessible for people who would otherwise be bidding for work. This would particularly be an issue for small SMEs who have the less expertise corporately to be able to bid in the procurement systems.

Turning to page 733 the measures on missed collections – actual missed collections was something that had been promised for a while and the commentary stated that the KPI was still under review however it was previously reported in January 2023 that the Council was now able to collect this information. This was over a year taken to decide a KPI which was unacceptable. He questioned when this KPI would be put in place and when will the results start being shared with the public in the city. Moving to the report on missed collections per 100k, Birmingham's result was 207. A Freedom of information (FOI) in 2022 showed across the country the 10 best performing authorities that had missed collection rates of less than 14 properties per 100k compared to 207 in Birmingham and 304 back in 2022.

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Page 735 the amount of Business Rates collected – this was currently below target. The report highlighted that it was 4% better than last year, but if you go back a year further it was actually not ahead of where it was in 2021/22. This was important because at the end of 2021/22 we did not hit the target. Convincing ourselves because we were 4% ahead of last year when we did not hit the target, this trend showed that we were not going to hit the target. If we were to replicate this trend we would end up 2.92% behind the amount of Business Rates collected that we benchmarked for. He questioned what work was happening to ensure that we could close that gap of the current trend suggested there be.

The Deputy Leader stated that anything that was declining and in Red were being kept under review and escalated when it was needed by officers and Cabinet Members. In terms of the missed collections on page 733 the Strategic Director for City Operations stated that the waste service have clearly not delivered for the people of the city for a long time, and we were at a rate that was just reducing below 100. The Transformation Plan was key to that, and we needed to stabilise the service and there were some significant costs that needed to come out of it but fundamentally it was about culture of delivery, culture of the workforce and this could not be turned around in six months.

A transformation team had been established, a new Assistant Director and a new post for the city as an Assistant Director Waste started in January. The metric itself was recognised as a national standard. We do seem to be recording missed roads, but we needed to be recording missed bins to a much better standard and that work would come out over the next six months as we reset the way of working. This was a two-year programme not only stabilising the service initially but seeing the improvements in service delivery and as the Cabinet Member stated it was also about adapting and moving to the new expectations up from the Environment Act improving recycle rates, food collections and looking at different ways to collect residual waste going forward. All of that will see a significant change in the way that the three depots operate over the next 18 months as we get to a point of delivering against the Environment Act.

The Assistant Director, Partnerships Insight and Prevention advised that NHS health checks were delivered in Primary Care by multiple providers, and we have been reprocurring NHS health checks and we have been through two phases each time we have assessed where the kind of coverage was across the city. We needed to ensure a good coverage across the city and one that addressed inequalities. There was a third phase of re-procurement, and a paper will be submitted at the next meeting to cover that off. We have seen a drop in NHS health check that have been offered and we expected that it will recover.

The Interim Finance Director and Section 151 Officer advised that a fuller written response with regard to the Business Rates would be given on the figures. She gave assurance around that and that there was one item that we were awaiting that would be allocated into the accounts which was not yet taken into the numbers which was quite significant. She undertook to get Members the updated figures on the issue. She further advised that she was

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meeting with officer colleagues on a fortnightly basis to ensure this was pulled back on track.

The Interim Cabinet Member for Health and Social Care referred to Councillor Alden's comment concerning the wider issues of procurement and whether or not we were finding a notoriety of organisations and people being unable to bid for it because it was too complex and advised that paper would be submitted at the next Cabinet meeting about the process. He added that it was obviously determined by the NHS criteria.

340. RESOLVED UNANIMOUSLY: -

That Cabinet noted the performance and progress against the priorities and ambitions set out in the Council's Corporate Plan 2022-2026.

APPOINTMENTS TO OUTSIDE BODIES

The Leader introduced the item and drew the attention of Cabinet to the information contained in the report.

Councillor Alden stated that the change was noted of the person sitting on the West Midlands Pension Committee and that there were issues with the Council's attendance in the past and there were issues with the roll out that had caused a lot of impact to the people who were trying to withdraw their pensions from the Pension Fund, so he welcomed the change.

341. RESOLVED UNANIMOUSLY: -

That Cabinet agreed to appoint representative(s) to serve on the Outside Bodies detailed in the appendix, to the report, as follows:-

- a. Agreed the replacement of Cllr Shabina Bano (Lab) with Cllr Mary Locke (Lab) on the Midlands Art Centre Board for the remainder of the term i.e. 19 March 2024 until 25 June 2024;
- b. Agreed the replacement of Cllr Ray Goodwin (Lab) with Cllr Mary Locke (Lab) on the West Midlands Pension Committee for the remainder of the term i.e. 19 March 2024 until 25 June 2024;
- c. Agreed the replacement of Cllr Kirsten Kurt-Elli (Lab) with Cllr Jamie Tenant (Lab) on the Royal Orthopaedic Hospital Board of Governors for the remainder of the term i.e. 19 March 2024 until 25 June 2024;
- d. Agreed the replacement of Martin Straker Welds (Lab) with Cllr Zafar Iqbal (Lab) on the NICE – Centre for Movement Disorders for the remainder of the term i.e. 19 March 2024 until 25 June 2024;
- e. Agreed the appointment of Councillor Sam Forsyth (Lab) as the second Councillor representative to the YMCA City Board for the remainder of the period ending on the 25 June 2024;

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- f. Agreed the replacement of Councillor Mick Brown (Lab) with Councillor Lee Marsham (Lab) on the Birmingham Community Healthcare NHS Trust for the remainder of the term i.e. 19 March 2024 until 25 June 2024;
 - g. Agreed the appointment of Councillor Rob Grant (Green) as nominative trustees for a period of 2 years on The Fields Millennium Green Trust expiring on the 18 March 2026; and
 - h. Agreed the replacement of Cllr Zafar Iqbal (Lab) with Cllr Saddak Miah (Lab) on the Yardley Great Trust Board for the remainder of the term i.e. 19 March 2024 until 16 January 2027.
-

OTHER URGENT BUSINESS

342. Whistleblowing Policy

Councillor Robert Alden commented that after the Whistleblowing item an officer had sent him a screenshot of the Intranet news article that the Council had posted yesterday stating that the Cabinet had agreed a new Whistleblowing Policy. He added that we should not be having press items going out stating that something had been agreed the day before Cabinet too place.

The Chair commented that it appeared that someone was slightly *trigger happy* and that this would be picked up.

The meeting ended at 1042 hours.

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CHAIRPERSON

Birmingham City Council

Cabinet

25 June 2024



Subject: Section 151 Update

Commissioner Review

Commissioners have made the point previously that the path to financial stability is very tight, with no room for missteps and delay. Exceptional Financial Support (EFS) is financed by capital receipts and potentially borrowing. It is certainly not a solution to the critical financial position the Council is in. Further EFS is not an option for many reasons, not least as the Commissioners have real reservations as to whether it could be paid back. Within this context, it is worth remembering that the Council is balancing three significant financial issues, namely; the budget position, equal pay and Oracle.

Commissioners are very concerned that within the four months after Cabinet approved the budget, only £7m of new savings have been identified to address the residual gap in 2025/26 of £67m, and none to address what will be a significant gap in 2026/27. If the Council does not increase the pace and focus on this task we are concerned that BCC will be in a real financial crisis in the autumn, similar to 2023. There is scope to transform services and make significant efficiencies, but only if work is undertaken now. The Council must use the time over the summer to identify credible savings.

The overall financial position is being refreshed and as well as the three huge issues mentioned above, the Council also faces demand pressures and extremely challenging national public sector finances, irrespective of the results of the general election. There is every possibility that the budget gaps in future years could grow. Against this backdrop, all capital and revenue expenditure undertaken by the Council must be both affordable and necessary. This includes development projects planned by the Council.

Birmingham City Council

Report to Cabinet

25 June 2024



| | |
|-----------------------------------|---|
| Subject: | Section 151 Officer Update on the Financial Position of the Council – June 2024 |
| Report of: | Fiona Greenway, Director of Finance and Section 151 Officer |
| Relevant Cabinet Member: | Cabinet Member for Finance, Councillor Karen McCarthy |
| Relevant O&S Chair(s): | Chair of Corporate & Finance Overview & Scrutiny, Councillor Sir Albert Bore |
| Report author: | Fiona Greenway, Director of Finance and Section 151 Officer |

| | | |
|---|------------------------------|---|
| Are specific wards affected? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No – All wards affected |
| If yes, name(s) of ward(s): | | |
| Is this a key decision? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| If relevant, add Forward Plan Reference: | | |
| Is the decision eligible for call-in? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| Does the report contain confidential or exempt information? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| If relevant, state which appendix is exempt, and provide exempt information paragraph number or reason if confidential: N/A | | |

1. Executive Summary

1.1 This report outlines the financial context of Birmingham City Council as of June 2024. This report is the second in a series presented to Cabinet during the 2024/25 financial year.

1.2 This report will focus on:

- a) The financial context in relation to Exceptional Financial Support (paragraphs 3.1 to 3.4 refers);
 - b) An update on the Financial Position for the General Fund to 2026/27 (paragraphs 3.05 to 3.12 refers); and
 - c) An update on the budget setting process for 2025/26, including capital receipts (paragraphs 3.13 to 3.17 refers), capital programme (paragraphs 3.18 to 3.19 refers) savings allocation (paragraphs 3.20 to 3.22 refers), savings themes (paragraphs 3.23 to 3.25 refers), next steps for June and July 2024 (paragraph 3.26 refers) and Section 25 (paragraphs 3.27 to 3.28 refers).
- 1.3 On 27 February 2024, the Leader of the City Council received confirmation from Simon Hoare MP, Minister for Local Government, that the Department for Levelling Up, Housing and Communities (DLUHC) was minded to approve a capitalisation direction of a total not exceeding £1,225.1m for the financial years 2020/21 to 2024/25.
- 1.4 The Exceptional Financial Support (EFS) is made up of four constituent elements (paragraph 3.2 refers). The Council intends to address this through the application of capital receipts from the sale of assets. If the City Council is unable to make up the totality of this EFS requirement during the 2024/25 financial year through capital receipts, the Council will be forced to borrow at a penalty rate, which will increase interest charges for the Council and increase the revenue budget gap for future years.
- 1.5 The current EFS request addresses the budget gap for the 2024/25 financial year only. Any future requests for EFS would not only be scrutinised and challenged by DLUHC and Commissioners, but also must balance the increasing pressure on the Council's capital receipts programme and the potential for additional revenue impact through interest charges from borrowing to address a capital receipts shortfall. As such, all steps must be taken to balance the 2025/26 and 2026/27 financial years within the Council's own means.
- 1.6 A Medium Term Financial Plan (MTFP) must be developed during the 2024/25 financial year which delivers a four-year plan, 2025/26 to 2026/27 balanced, and 2027/28 to 2028/29 forecast. This means addressing the £143.7m budget gap in

2025/26 and savings proposals for the 2026/27 financial year that are credible and deliverable for both years.

- 1.7 This budget gap has developed over a number of years due to an over reliance on one-off mitigations to overspends. This is demonstrated in the 2022/23 and 2023/24 financial years, with significant in-year overspends due to a combination in inaccurate financial planning, poor financial management and control, and a historical underlying structural budget deficit mitigated through the use of reserves.
- 1.8 One of the challenges within the 2024/25 budget setting process was the allocation of savings targets utilising a single percentage across Directorates. As such, a range of feedback was gathered on the approach to savings allocations, to refine the allocation methodology for the 2025/26 and 2026/27 financial years. The agreed allocations will be presented as part of the Section 151 Officer Update on the Financial Position to July 2024 Cabinet.
- 1.9 Alongside the Directorate allocations, a number of themes have been identified as a series of cross-cutting savings ideas which touch a number of Directorates. Rather than having only savings themes or Directorate allocations, the 2025/26 budget setting process will have both. This aims to encourage the identification of cross-cutting transformation savings whilst maintaining ownership of deliver of these savings at a Directorate level.
- 1.10 In line with Directorate allocations and thematic savings, Directorates are accelerating savings identification activity, with a range of thematic workshops and challenge sessions commencing in June and July 2024.
- 1.11 The key focus for Directorates should be the delivery of the 2024/25 savings programme and identification of a robust savings programme for the 2025/26 and 2026/27 financial years. Allocation methodologies, ownership of themes, and journey to the financial position of today should not divert efforts from the task at hand.
- 1.12** The letter received from DLUHC on 27th February 2024 was clear, that the EFS is only “minded to” at this stage. If the Council is unable to deliver the 2024/25 savings programme, and develop a robust savings programme for 2025/26 and 2026/27 which balances the budget without dependence on further EFS, then there is no guarantee that EFS will continue to be provided by DLUHC.

2. Recommendation(s)

2.1 Cabinet is recommended to:

- a) Note the **financial context in relation to Exceptional Financial Support** (paragraphs 3.1 to 3.4 refers);
- b) Note the **update on the Financial Position for the General Fund to 2026/27** (paragraphs 3.05 to 3.12 refers); and
- c) Note the **update on the budget setting process for 2025/26**, including capital receipts (paragraphs 3.13 to 3.17 refers), capital programme (paragraphs 3.18 to 3.19 refers) savings allocation (paragraphs 3.20 to 3.22 refers), savings themes (paragraphs 3.23 to 3.25 refers), next steps for June and July 2024 (paragraph 3.26 refers) and Section 25 (paragraphs 3.27 to 3.28 refers).

3. Background

Exceptional Financial Support for 2024/25

- 3.1 On 27 February 2024, the Leader of the City Council received confirmation from Simon Hoare MP, Minister for Local Government, that the Department for Levelling Up, Housing and Communities (DLUHC) was minded to approve a capitalisation direction of a total not exceeding £1,225.1m for the financial years 2020/21 to 2024/25.
- 3.2 The £1,255.1m of Exceptional Financial Support (EFS) between 2020/21 to 2024/25 is broken down by a number of elements below, table 1 refers:

Table 1: Summary of EFS Request 2020/21 to 2024/25

| EFS Request | 2020/21 (£m) | 2021/22 (£m) | 2022/23 (£m) | 2023/24 (£m) | 2024/25 (£m) | Total (£m) |
|--------------------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-----------------------|
| Budget Gap | 0.0 | 0.0 | 0.0 | 0.0 | 239.8 | 239.8 |
| Redundancy Costs | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 100.0 |
| Potential Equal Pay Liability | 288.4 | 109.5 | 172.2 | 0.0 | 245.2 | 815.3 |
| EFS Contingency | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 100.0 |
| TOTAL | 288.4 | 109.5 | 172.2 | 0.0 | 685.0 | 1,255.1 |

- a) **Budget Gap** – The approved budget for the 2024/25 financial year included the reliance on the minded to capitalisation from DLUHC of a budget gap of £239.8m. The total budget gap for the 2024/25 financial year prior to savings was £375.6m, of which £149.8m of savings were identified and approved for the budget.
- b) **Redundancy Costs** – In order to facilitate the delivery of £149.8m of savings in the 2024/25 financial year, and additional savings in the 2025/26 financial year, a functioning redundancy programme is a key requirement to realise staffing savings. As such, the costs of redundancies have been capitalised in order to minimise the impact on the Council’s revenue budget.

- c) **Potential Equal Pay Liability** – At the time of writing the request for EFS, the current liability for the Council was estimated at £815.3m across the General Fund, DSG and Schools (cumulative). Provisions are accounted on a risk weighted litigation liability basis, which is a weighted average probability of the estimated change of success of future legal claims. This is in line with the requirements of accounting standards and the CIPFA code, providing a best estimate of the provision at this point in time. This provision will change over time, based on a number of evolving factors. As such, this is a higher figure than the value publicised in 2023 of £760m.

Note: The forecast for the potential Equal Pay liability is carried out until the end of the 2024/25 financial year, which is the point at which the maximum liability is expected to occur. This date is chosen as the date at which the potential equal pay liabilities would stop accruing because a new pay and grading structure is planned to be implemented by 1 April 2025.

- d) **EFS Contingency** – A value of £100m has been included within the total request due to the potential for items which the Council did not or could not have known about at the time of setting this budget.

3.3 As such, all steps must be taken where possible to explore mitigations to address the overall value of potential equal pay liabilities through the use of settlement schemes. The overall budget shortfall and when redundancy liabilities fall will also vary the total value of this request, and the Council intends to mitigate as best as possible these pressures as they materialise.

3.4 Further, the current EFS request addresses the budget gap for the 2024/25 financial year only. Any future requests for EFS would not only be scrutinised and challenged by DLUHC and Commissioners, but also must balance the increasing pressure on the Council's capital receipts programme and the potential for additional revenue impact through interest charges from borrowing to address a capital receipts shortfall. As such, all steps must be taken to balance the 2025/26 and 2026/27 financial years within the Council's own means.

Financial Position – General Fund 2022/23 to 2026/27

3.5 In line with the budget setting timeline for the 2025/26 and 2026/27 financial years, the Medium Term Financial Plan (MTFP) has been rolled forwards to address the next four-year period.

3.6 As outlined in the Section 151 Officer Update on the Financial Position in May 2024, a Medium Term Financial Plan (MTFP) must be developed during the 2024/25 financial year which delivers a four-year plan, 2025/26 to 2026/27 balanced, and 2027/28 to 2028/29 forecast. This means addressing the £143.7m budget gap in 2025/26 and savings proposals for the 2026/27 financial year that are credible and deliverable for both years.

3.7 As part of this exercise, a backwards look at the challenges arising from previous financial years, and the challenges facing future financial years, has been completed and presented to Executive Management Team (EMT) (comprising Corporate Leadership Team [CLT] and Cabinet).

3.8 2022/23

As outlined within the outturn paper presented to Cabinet in 14 May 2024, the 2022/23 financial year outturned with a £66.2m overspend. This is an improvement of £19.8m against the Period 10 forecast for the financial position. This overspend was addressed through the use of reserves. Overreliance on the use of reserves is one of the contributing factors to the hidden structural deficit in the Council's MTFP and the current reserve position. This structural deficit was addressed through the rebasing exercise completed during the budget setting process for the 2024/25 financial year. The Council's reserves position will take longer to recovery, and cannot be relied upon to address budget gaps in future years.

3.9 2023/24

The draft Quarter 3 forecast for the outturn position is £115.1m overspend (Note: this forecast has not been presented to Cabinet, but has been cleared through Directorate Management Teams. The draft outturn will be presented to Cabinet in July 2024). This ties very closely to the Quarter 1 forecast, and the forecast overspend comprises £81.5m of service led overspend and £33.6m of Oracle overspend. Again, this overspend will be addressed through the use of reserves. It should be noted that the application of spend controls during the 2023/24 year controlled overspend during the second half of the financial year. That is, the

overspend forecast at Quarter 1 did not grow, and demonstrates the effectiveness of spend controls to mitigate superfluous spend.

3.10 2024/25

As approved in 5 March 2024, the 2024/25 budget has a £375.6m budget gap prior to the application of identified savings. The Council's savings programme of £149.8m reduces this budget gap to £225.9m. This remaining budget gap is reliant on EFS and the identification of sufficient capital receipts to address the gap. Further, there is no possibility to entertain an overspend during the 2024/25 financial year, highlighting the importance of the Council's intention to live within its means, deliver against the savings programme, and mitigate spend through spend controls.

Note: The 2024/25 budget included a number of corrections to the base budget. The 2023/24 financial plan presented a four-year balanced position, whereas the 2024/25 budget had a £375.6m budget gap prior to the application of identified savings. Several factors contributed to this different, including additional Directorate pressures, Oracle, inflation corrections, savings write off, Collection Fund deficits, corrections of the pay awards, and addressing statutory intervention requirements.

3.11 2025/26

As presented on 5 March 2024, the 2025/26 budget has a £143.7m budget gap prior to the application of identified savings. The Council's savings programme includes £76.3m of additional savings identified for 2025/26, comprising of a number of step up savings will full-year effect in 2025/26 and new savings presented in the 2024/25 budget setting process. There remains an additional budget gap of £67.4m which cannot be address through the use of EFS. This must be addressed through additional savings identified during the 2025/26 budget setting process.

Note: The budget gap for 2025/26 and beyond is draft and will be refreshed in line with reviewing budget forecasts. An updated position will be presented to Cabinet in July 2024.

3.12 2026/27

Provided the Council lives within its means for the 2024/25 and 2025/26 financial years, and does not incur any additional borrowing costs through capital loans to finance the Council's EFS, then the budget gap for the 2026/27 financial year will comprise of service pressures and changes to Council funding only. A figure for this budget gap will be presented to Cabinet in July 2024, however the Council

anticipates the savings programme will need to continue throughout the four years of the MTFP.

Capital Receipts Programme for 2024/25

- 3.13 Key to the success of the 2024/25 budget will be the delivery of a capital receipts programme which addresses the permitted capitalisation for the 2024/25 financial year. DLUHC has confirmed that it is minded to allow the Council a capitalisation to cover the Equal Pay accounting liability, the costs involved in the redundancy scheme, and support to deliver a balanced budget for the 2024/25 financial year. The Council intends to address this through the application of capital receipts from the sale of assets. If the City Council is unable to make up the totality of this EFS requirement during the 2024/25 financial year through capital receipts, the Council will be forced to borrow at a penalty rate, which will increase interest charges for the Council and increase the revenue budget gap for future years.
- 3.14 The Council has developed a programme of asset sales which addresses the Council's capital receipts requirement. The value of this programme is £500m during the 2024/25 financial year, and £250m during the 2025/26 financial year.
- 3.15 To date, the Council has achieved £68m of the targeted 2024/25 asset disposals, leaving £432m of assets left to be sold during the coming financial year. Legal contracts are exchanged on a further £34m, with £230m under offer and bidding on a further £109m. This means that there is good visibility on just over 88% of the 2024/25 target.
- 3.16 Due to the significant programme of asset sales, and the current pressure on the Council's revenue budget, there continues to be constraints on the Council's capital programme. As such, new inclusions to the programme are restricted, and the Council does not intend to increase the current borrowing requirement which has an impact on revenue funding via interest charges.
- 3.17 The size and scale of the Council's capital programme and capital asset base means that there is opportunity for rationalisation and optimisation. This should be realised through driving the Corporate Landlord model, to rationalise operational usable of property leading to consolidation, capital receipts, and a resultant revenue saving. It is critical that the Corporate Landlord model is accelerated during 2024/25.

Capital Programme

- 3.18 It is extremely important that progress against delivery of major capital projects is regularly monitored. The Capital Board chaired by the Leader, will be reviewing its Terms of Reference to ensure that major capital projects are reported on regularly.
- 3.19 Place, Prosperity & Sustainability, City Housing and Finance Directorates have been working together over the last month to improve the quality of investment analytics both within the context of each individual regeneration capital scheme, but also within the Council as a whole. It's been agreed that investment analysis and robust business cases will form a central element of future decision-making, not only on situations where further public capital is being sought, but also where sales/asset disposals are being made. Establishing a robust risk/return model against which all investment and divestment decisions can be made is a priority for the Council.

Savings Allocations

- 3.20 In order to address the £143.7m savings target for the 2025/26 financial year, the Council must identify savings across Directorates to form the basis of the future years savings programme. To date, £76.3m of savings have been identified, with a further £67.4m to be identified.
- 3.21 One of the challenges within the 2024/25 budget setting process was the allocation of savings targets utilising a single percentage across Directorates. As such, a range of feedback was gathered on the approach to savings allocations, to refine the allocation methodology for the 2025/26 and 2026/27 financial years.
- 3.22 In order to address this feedback, a range of savings allocations have been created and reviewed as a Corporate Leadership Team. These scenarios range from a single savings percentage, to refined methodologies preserving specific services during the 2025/26 financial year, phasing savings over the two years, delivering varied savings percentages over the two year period, and adjusting base figures for addressable spend. The agreed allocations will be presented as part of the Section 151 Officer Update on the Financial Position to July 2024 Cabinet, following an initial assessment of the viability of savings allocations from Directorates.

Savings Themes

3.23 Alongside the Directorate allocations, a number of themes have been identified as a series of cross-cutting savings ideas which touch a number of Directorates. Rather than having only savings themes or Directorate allocations, the 2025/26 budget setting process will have both. This aims to encourage the identification of cross-cutting transformation savings whilst maintaining ownership of deliver of these savings at a Directorate level.

3.24 The themes and mechanisms identified for the 2025/26 and 2026/27 financial years are:

- a) **Voluntary Redundancy** – The potential savings impact from a voluntary redundancy scheme Council-wide;
- b) **Top-Tier Organisation** – Examining the top tier 1-3 structure of the organisation to assess potential for consolidation of activities and roles;
- c) **Consolidation** – Merging functions by default, including acceleration of consolidation of the contact centre;
- d) **Commissioning** – Potential synergies between Commissioning teams within Adults and Children's;
- e) **Newton Savings** – Savings identified through work sourced through Newton within Children's Social Care (including Birmingham Children's Trust);
- f) **Benchmarking High Spend Areas** – Following reviews of RA and RO form benchmarks, a number of service areas have been identified as potentially high spend compared to peers (Education, Highways);
- g) **Public Health** – Ensuring optimal use of Public Health funds to support Council priorities;
- h) **Back Office Transformation** – Transforming delivery of back-office operations to reduce costs and enhance service delivery;
- i) **Digital Foundry** – Technology solutions to reduce manual processes and automate manual activities;

- j) **Core City Peers** – Engaging with other Core Cities to discuss shared challenges and understand peer solutions to efficiency challenges;
- k) **Review of High Headcount Teams** – Analysing teams with high headcount to understand throughput and efficiency gains;
- l) **Transition Management** – From Adults to Children’s Social Care;
- m) **Procurement** – Procurement efficiencies through renegotiation and contract management;
- n) **Fees and Charges** – There is circa £150m of fees and charges within the budgeted income for the 2025/26 financial year, increases should be explored across all service areas.

3.25 Each of these themes are being explored, and additional themes may be added to this list during the coming months. Once the potential scale of the opportunity has been developed in the form of a range, a detailed savings Delivery Plan will be produced including an allocation by Directorate as to how the saving will be delivered.

Next Steps in June and July 2024

3.26 The key focus areas as part of the budget development in June and July will be (including activity reference to Appendix 1):

- a) **Saving Theme Workshops** (18, 25) – To build out the detail behind the themes identified to date, develop a savings range, and populate a savings delivery plan;
- b) **Savings Delivery Plans** (19) – Developed for all proposed savings for the 2025/26 financial year, completed in draft by the end of June 2024 in order to inform review and challenge sessions in July 2024.
- c) **Directorate Challenge Sessions** (16) – Hosted by Finance Business Partners, to challenge the baseline pressures within the budget, to inform an updated budget position for the 2026/27 financial year in July 2024;
- d) **Review of Capital Programme** (20, 21) – Commencing the 2025/26 Capital Programme activities, to review the current and prior year to inform the position for future years;

- e) **Big Birmingham Conversation** (22) – Commencing the Big Birmingham Conversation which will inform the budget process;
- f) **Budget Assurance Sessions** (23) – Commencing budget assurance sessions with the Leader and Cabinet Members on newly proposed savings opportunities;
- g) **Ongoing reporting processes** (17, 24, 26, 27, 28, 29) – To various forums on the current position.

Section 25 of the Local Government Act 2003

3.27 On 5 March 2024 the Section 151 Officer submitted her Section 25 statement to City Council as part of the budget setting for 2024/25. It is important to remind ourselves that the budget as presented was credible and deliverable, only on the basis that certain arrangements were put in place and regularly monitored throughout the 2024/25 financial year including:

- The Oracle ERP Programme is remediated at an accelerated rate, prioritising income management, such that the Council has a suitable and stable financial management system to support operational delivery;
- The Council's savings programme is delivered and supporting processes are developed that are sufficiently robust that they provide further assurance to the delivery of savings;
- Suitable transformation and delivery arrangements are put in place to support the changes required to achieve the significant savings programme;
- Financial Management provided by the Finance Directorate, and specifically those working alongside Service teams such as Finance Business Partners, support and challenge financial decision making effectively to protect the Council's Best Value;
- Commissioners are satisfied with the response to their intervention, including ensuring the Finance Commissioner is satisfied with the financial management arrangements delivered by all Officers and Members of the Council.

3.28 It is imperative that Directors and Members continue to acknowledge that they must deliver on the commitments made within the budget for 2024/25, and in particular relating to the proposed savings which ensure the budget is achievable.

4. Public Consultation and Engagement

4.1 This report has been written in consultation of CLT members and has been discussed with EMT. The content of this report is also based on presentations to the Commissioner led Finance Sub-Board.

4.2 The full 2025/26 budget will be subject to legal advice and guidance regarding consultation, at that point specific plans will be developed to ensure all relevant groups and communities are appropriately and meaningfully consulted with.

4.3 The Council is yet to determine how to engage with the public on the 2025/26 budget. Once determined, specific plans will be developed if appropriate.

5. Risk Management

5.1 All savings presented against as part of the 2025/26 budget will be fully risk assessed. Further, risk assessments are completed as part of the ongoing savings delivery for the 2024/25 financial year.

6. Compliance issues

6.1 **How are the recommended decisions consistent with the City Council's priorities, plans and strategies?** All implications and priorities will be considered in the development of savings proposals alongside CLT and Cabinet Members. EMT engagement sessions ensure that there is alignment of proposals with City Council priorities, plans and strategies.

6.2 **Legal Implications:** Members have a statutory responsibility to ensure that the Council acts lawfully. The Council must set and maintain a legally balanced budget and must take steps to deal with any projected overspends and identify savings or other measures to bring budget pressures under control. Cabinet is responsible for preparing the annual Council budget in good time for the Council budget meeting in 2025.

- 6.3 Members are reminded in this context of their fiduciary duty to the Council Taxpayer, effectively to act as trustee of the Council's resources and to ensure proper custodianship of the Council's resources.
- 6.4 The Council must comply with all relevant legal requirements to complete Council Tax Setting in 2025, including employment consultation and consultation with the public where appropriate on the implications of proposals as part of this process. The Council will make sure that Equality Impact Assessments and all appropriate statutory consultation takes place in the development of savings proposals. This will be referenced in future reports to Cabinet and City Council.
- 6.5 **Financial Implications:** Financial implications are included in the body of this report.
- 6.6 **Public Sector Equality Duty:** The Council will ensure that all actions taken in response to these recommendations are in line with the Public Sector Equality Duty, this includes aligning to Equality Impact Assessments completed in the development of savings proposals, and ensuring the impact of savings proposals are aligned to the Public Sector Equality Duty.

7. Appendices

- 7.1 Appendix 1 – Budget Timeline for 2025/26 for June 2024

Appendix 1 – Budget Timeline for 2025/26 for June 2024

Appendix 1 – Budget Timeline for 2025/26 for June 2024

| ID | Status | Date | Milestone |
|----|-----------------|------------------|---|
| 1 | Complete | Early-April 2024 | 2024/25 budgets loaded into Oracle, budget books issued to directorates. |
| 2 | Complete | April 2024 | Indicative targets allocated - Directorates continue to review potential areas for savings and transformation, including Alternative Budget proposals and other councils' savings list. |
| 3 | Complete | April 2024 | Update MTFP model to reflect a 4-year MTFP, update assumptions. |
| 4 | Complete | April 2024 | Briefing to Leader as Finance Portfolio – weekly |
| 5 | Complete | April 2024 | Update to Informal Cabinet |
| 6 | Ongoing | April 2024 | Workshops are held on saving themes and areas for review |
| 7 | Ongoing | April 2024 | Staff, Member and Trade Union suggestions process to be set up for savings ideas |
| 8 | Complete | April – May 2024 | Fortnightly updates to CLT and EMT |
| 9 | Ongoing | May 2024 | Deep dives of Directorates spend to identify initial areas of potential savings |
| 10 | Ongoing | May 2024 | Further workshops are held on saving themes and areas for review |
| 11 | Complete | May 2024 | Briefing to Leader as Finance Portfolio - weekly |
| 12 | Complete | May 2024 | Update to Informal Cabinet |
| 13 | Complete | May 2024 | Cabinet finance report outlining approach to MTFP and budget consultation |
| 14 | | Late-May 2024 | Review of staff suggestions and sharing with CLT |
| 15 | | Late-May 2024 | Deadline for submission for updated savings (2025/26 prior submissions), savings identified from the review of Alternative Budget proposals and other council's savings list. |
| 16 | | June 2024 | Further deep dive reviews are held with Directorates |

Appendix 1 – Budget Timeline for 2025/26 for June 2024

| ID | Status | Date | Milestone |
|----|--------|--------------------|--|
| 17 | | June 2024 | Cabinet finance report update on progress made. |
| 18 | | Late-June 2024 | Saving themes workshops conclude – areas identified as possible savings to be worked up |
| 19 | | Late-June 2024 | Deadline for Directorates to put forward further savings proposals and pressures for 2025/26 onwards |
| 20 | | June – July 2024 | Review of existing Capital Programme - Review the existing capital programme from the current financial year to identify ongoing projects, commitments, and any carry-over funding requirements. Review existing capital programme to ensure projects are still aligned to Corporate priorities. Assess any emerging needs, priorities, or strategic initiatives that may require capital investment in the upcoming year. |
| 21 | | June 2024 | Issue Capital Budget Guidance and Communications - Issue guidance and instructions to departments and stakeholders regarding the capital budget process, including submission deadlines, evaluation criteria, and any policy considerations. Communicate the overarching financial constraints, strategic priorities, and expectations for the upcoming capital budget cycle. |
| 22 | | June – August 2024 | Big Birmingham Conversation |
| 23 | | July 2024 | Leader’s Budget Assurance sessions are held, Leader will review proposed savings and challenge and scrutinise Directors and Cabinet Members to ensure proposed savings are deliverable. |
| 24 | | July 2024 onwards | Corporate & Finance Overview & Scrutiny Committee to start scrutiny of 2025/26 Budget |
| 25 | | July 2024 | Savings from theme workshops are worked up and submitted |
| 26 | | Mid-July 2024 | Q1 2024/25 Budget Monitor – revised 2025/26+ budget gap based on latest position |

Appendix 1 – Budget Timeline for 2025/26 for June 2024

| ID | Status | Date | Milestone |
|----|--------|-------------------------|--|
| 27 | | July 2024 | Cabinet finance report update on progress made, including latest value of savings identified, milestones reached, and latest timetable shared. |
| 28 | | Late-July 2024 | Savings and pressures shared with CLT for review and challenge |
| 29 | | Late-July 2024 | Savings and pressures shared with EMT for review and challenge |
| 30 | | July – August 2024 | Submission of Capital pressures / Requirements - Directorates and FBPs submit capital bids for new projects, enhancements, replacements, or expansions, adhering to the prescribed format and guidelines. Bids should include detailed project proposals, cost estimates, anticipated benefits, risks, and alignment with strategic objectives. |
| 31 | | August 2024 | Delivery Plans produced for submitted savings proposals |
| 32 | | September 2024 | Service review sessions with a cross-directorate challenge group to scrutinise Delivery Plans |
| 33 | | September 2024 | Cabinet finance report update on progress made, including latest value of savings identified, milestones reached, and latest timetable shared. |
| 34 | | August – September 2024 | Review and Evaluation of Capital Bids - Establish a review panel comprising finance experts, Directorate representatives, and other relevant stakeholders to evaluate capital bids. Assess the merits of each proposal based on criteria such as strategic alignment, financial sustainability, value for money, feasibility, and potential impact on service delivery. Conduct financial analysis, risk assessment, and sensitivity analysis for selected projects. |
| 35 | | September 2024 | Capital Bid Prioritisation and Allocation - Prioritise capital bids based on the outcomes of the evaluation process and the available budgetary resources. Allocate provisional funding to approved projects, taking into account the strategic importance, urgency, and capacity constraints. |

Appendix 1 – Budget Timeline for 2025/26 for June 2024

| ID | Status | Date | Milestone |
|----|--------|-----------------------|--|
| 36 | | Late-September 2024 | Member challenge sessions held to scrutinise Delivery Plans |
| 37 | | Late-September 2024 | Final savings and pressures position, deadline to receive all known pressures and proposed savings with delivery plans |
| 38 | | Late-September 2024 | Savings and pressures shared with CLT for final review, this includes saving delivery plans |
| 39 | | Late-September 2024 | Savings and pressures shared with EMT for final review, this includes saving delivery plans |
| 40 | | Late-September 2024 | Savings and pressures shared with Informal Cabinet for final review, this includes saving delivery plans |
| 41 | | October 2024 | Launch of the refreshed Corporate Plan |
| 42 | | October 2024 | Draft MTFP shared with CLT for comment |
| 43 | | October 2024 | Draft MTFP shared with EMT for comment |
| 44 | | October 2024 | Draft Capital Budget for Review - Present the proposed capital budget. Provide project summaries, financial projections, and risk assessments, to support budget deliberations. Address any queries, concerns, or requests for clarification from decision-makers. |
| 45 | | Mid-October 2024 | Cabinet finance report update on draft MTFP |
| 46 | | Mid-October 2024 | Q2 2024/25 Budget Monitor – revised 2025/26+ budget gap based on latest position |
| 47 | | October-November 2024 | Further review, challenge and refinement of saving proposals |
| 48 | | Early-November 2024 | Final review and update of inflation model using Bank of England Forecasts for November |

Appendix 1 – Budget Timeline for 2025/26 for June 2024

| ID | Status | Date | Milestone |
|-----------|---------------|--------------------------------|--|
| 49 | | Mid-November 2024 | Draft MTFP shared with CLT for comment, changes since previous draft highlighted |
| 50 | | Mid-November 2024 | Draft MTFP shared with EMT for comment, changes since previous draft highlighted |
| 51 | | November 2024 | Cabinet finance report update on latest MTFP position, changes since previous draft highlighted |
| 52 | | Mid-December 2024 | 2025/26 Provisional Local Government Finance Settlement |
| 53 | | December 2024 | Cabinet finance report update on latest MTFP position, changes since previous draft highlighted |
| 54 | | Early-January 2025 | Council tax request sent to DLUHC |
| 55 | | January 2025 | Cabinet finance report update on impact of provisional Local Government Finance Settlement, and latest MTFP position |
| 56 | | Mid-January 2025 | 2025/26 Final Local Government Finance Settlement |
| 57 | | Mid-January 2025 | O&S Budget Task & Finish Group |
| 58 | | Mid-February 2025 | Cabinet Member budget briefings |
| 59 | | Mid-February 2025 | Political Group budget briefings |
| 60 | | Late-February 2025 | Cabinet – Receives budget |
| 61 | | Late-February/Early-March 2025 | Full Council – Council tax setting |

**Birmingham City Council
Cabinet**

25 June 2024



Subject: The Birmingham Local Plan – Consultation on ‘Preferred Options’ Document

Commissioner Review

Commissioners support the recommendations.

Birmingham City Council

Report to Cabinet

25th June 2024



Subject: THE BIRMINGHAM LOCAL PLAN-CONSULTATION ON 'PREFERRED OPTIONS' DOCUMENT

Report of: STRATEGIC DIRECTOR – PLACE, PROSPERITY AND SUSTAINABILITY

Relevant Cabinet Member: Councillor Sharon Thompson, Deputy Leader and Cabinet Member for Economy and Skills

Relevant O & S Chair: Councillor Katherine Iroh, Economy, Skills and Culture

Report author: Maria Dunn, Head of Development Policy
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| | | |
|---|---|---|
| Are specific wards affected? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No – All wards affected |
| If yes, name(s) of ward(s): | | |
| Is this a key decision? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| If relevant, add Forward Plan Reference: 012296/2024 | | |
| Is the decision eligible for call-in? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| Does the report contain confidential or exempt information? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| If relevant, provide exempt information paragraph number or reason if confidential: | | |

1 Executive Summary

- 1.1 In line with legislative requirements, a review of the Local Plan, including the Birmingham Development Plan (BDP) was undertaken and a decision to update the plan was agreed by Cabinet in June 2021. The Birmingham Local Plan, as it is now to be known, is being prepared in accordance with the timetable set out in the Local Development Scheme 2023-2026. Once adopted, it will be the

statutory planning framework for the whole City and will guide planning decisions on all development and regeneration activity up to 2042. It will set out how, where and how many new homes, jobs, services and infrastructure will be delivered and the type of places and environment that will be created.

- 1.2 To reach a point where the new Birmingham Local Plan can be adopted, several statutory stages will need to be carried out, each with an opportunity for citizens, businesses and other stakeholders to make comments and representations to the Council to shape the Plan going forward. This is the second stage in that process following initial consultation on an 'Issues and Options' document which took place between October and December 2022. The 'Preferred Options' document has been prepared based on further evidence work and comments provided during the initial consultation. Consultation on the Preferred Options will be undertaken in accordance with the consultation strategy.
- 1.3 Following this consultation, a final 'Publication' version of the Birmingham Local Plan will be prepared and consultation is scheduled to take place on that early in 2025 before the Local Plan is submitted to the Secretary of State for Levelling Up, Housing and Communities where it will be subject to public examination led by the Planning Inspectorate prior to final approval and adoption.

2 Recommendations

- 2.1 Approve the Birmingham Local Plan 'Preferred Options' Document, including the accompanying Sustainability Appraisal and Policies Map (attached as Appendices 1, 2 and 8) for public consultation for a period of 6 weeks commencing in July 2024.
- 2.2 Delegate authority to the Strategic Director for Place, Prosperity and Sustainability in consultation with the Deputy Leader of the Council and Cabinet Member for Economy and Skills to make any minor typographical/graphical amendments to the Preferred Options document and Policies Map prior to consultation.
- 2.3 Approve the Statement of Consultation as set out at Appendix 3.
- 2.4 Approve the Consultation Strategy at Appendix 4 as the basis for the consultation.
- 2.5 Approve the amended Terms of Reference for the Local Plan Member Working Group as set out at Appendix 5

3 Background

- 3.1 The Birmingham Local Plan, once adopted, will be the statutory planning framework for the whole City and will guide planning

decisions on all development and regeneration activity up to 2042. It will set out how, where and how many new homes, jobs, services and infrastructure will be delivered and the type of places and environment that will be created.

- 3.2 A review of BDP concluded that the plan required updating due to substantial changes to national planning policy and local priorities since it was adopted in January 2017. Following Cabinet approval in June 2021, work commenced on a full update of the BDP and its evidence, to be known as the Birmingham Local Plan. The Birmingham Local Plan is being prepared in accordance with the Local Development Scheme 2023-2026, which was approved by cabinet in November 2023.
- 3.3 Following evidence gathering, an 'Issues and Options' consultation document was prepared, and consultation took place between October and December 2022. Comments and responses to the issues raised in the consultation document were gathered during this period through written responses as well as through a series of events and exhibitions which took place throughout the City. The comments were collated and, where appropriate, were used to shape the preferred approach set out in the latest consultation which is about to begin. All issues raised, including how they have helped shape the Birmingham Local Plan, are set out in the Consultation Statement which is attached as Appendix 3.

Preferred Options Consultation document

- 3.4 This Preferred Options document is a consultation document prepared under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012. It sets out the Council's preferred development strategy, draft policies and site allocations taking into account the evidence gathered to date and the views gained from the Issues and Options consultation previously carried out.
- 3.5 The Preferred Options consultation provides an opportunity for everyone to comment on the proposals and help shape the emerging policies and allocations. All comments received will be considered before the Council agrees a final version for one final consultation before being submitted to the Secretary of State for Levelling Up, Housing and Communities for examination.
- 3.6 The overarching development strategy set out in the Preferred Options document will ensure that growth is directed to and prioritised in the right locations to enable continued targeted investment in infrastructure and services and the optimal use of public transport. This will be done in the following ways:

- Reducing the city's carbon emissions and creating resilient and adaptive environments.
- Delivering at least 103,000 homes over the plan period, significantly increasing the number of affordable homes and providing a wide choice of housing sizes, types and tenures.
- Creating a strong economy through a continuous supply of land to meet modern workplaces while allocating under-used employment land in the right locations for new housing development.
- Focusing growth on locations which are well served by public transport, cycling and walking infrastructure and other services and amenities.
- Maximising densities to make efficient use of land and to support more local services and facilities such as public transport.
- Promoting Birmingham city centre and urban centres as a focus for retail, leisure, office, residential use and other appropriate uses.
- Encouraging innovative and enduring design and supporting the creation of healthy, safe and accessible buildings and environments.
- Connecting communities, workplaces, services and facilities via an integrated sustainable transport network which prioritises non-car modes.
- Ensuring that digital infrastructure is fit for the future.
- Increasing the biodiversity and greenness of the city, protecting the Green Belt and improving access to open space.
- Valuing and conserving the city's heritage assets.

3.7 The consultation document has three main elements.

- The first part of the document focuses on the Vision and Objectives for the City from a planning perspective as well as the development strategy and overall levels of growth and its spatial distribution across the City. The projected development requirements for housing and employment for the City up to 2042 are as follows:-
 - i. Housing Need – the projected housing requirement for Birmingham up to 2042 calculated according to the Government's standard methodology is approximately 150,000 dwellings. The Preferred Options Document identifies an overall land supply sufficient for approximately 103,000 dwellings, plus completions to 31st March 2023 – leaving a shortfall or unmet need of approximately 46,000 dwellings.

ii. Employment Need – an independent Housing and Employment Development Needs Assessment (HEDNA) was carried out in 2022 which assessed that a total of 295 hectares of employment land was required up to 2042, but the recommendation for the Local Plan was to maintain an ongoing 5-year supply of 67 hectares. The Preferred Options Document has identified an overall supply of 258 hectares through planning approvals, completions, landowner submissions and 53 hectares allocated as Birmingham’s share of land at the West Midlands Rail Freight Interchange located in South Staffordshire. This would indicate a potential shortfall of 37 hectares, but officers have identified a further 123 hectares within the new Core Industrial Areas identified in the Plan which would be suitable for industrial development but haven’t yet been promoted by landowners or developers. There are also 129 hectares currently in the 5-year industrial land supply, so the future industrial land supply requirements are capable of being met.

- The second part of the document identifies a series of 27 proposed Growth Zones across the City where the majority of change and future growth is to be focussed as well as a series of proposed site allocations for development.
- The third part of the document sets out a series of new and revised thematic planning policies which will apply across the City. There are 43 draft policies covering four main topic areas:-
 - i. Twelve proposed policies on Homes and Neighbourhoods including affordable housing, housing densities, special needs and older persons accommodation, student and shared accommodation, gypsies and travellers.
 - ii. Eighteen proposed policies on climate and environment including carbon minimisation and reduction, retrofitting and renewable energy, flood risk, waste, biodiversity and green infrastructure, open space, playing pitches, historic assets, canals and green belt.
 - iii. Seven proposed policies economy and centres including industrial land protection and provision, urban centres, the evening economy and tourism and cultural facilities.
 - iv. Six policies on connectivity including active and sustainable travel, public transport, freight and digital connectivity.

3.8 The Preferred Options consultation document is also accompanied by a Sustainability Appraisal (SA) (Appendix 2) which assesses the policies and other content of the Birmingham Plan thus far gathered,

to ensure they have a positive impact on social, economic and environmental factors.

- 3.9 In formulating the Birmingham Local Plan, the Council is required to work with other local authorities and bodies through what is known as the 'Duty to Co-operate' to deal with issues that run across local authority boundaries. This joint working is critical for Birmingham as we are unable to meet all of our development needs within our boundary, particularly housing needs. At the same time, we have to consider any unmet development needs from our neighbours. Birmingham will therefore need to continue to work effectively with neighbours to achieve a planned response to the issues, particularly in relation to housing shortfalls.
- 3.10 The Birmingham Local Plan is supported by a robust evidence base. Extensive research and technical studies have been undertaken to inform the Local Plan and this will be added to and refined over the coming months. The Evidence Base can be viewed on the dedicated web pages for the Birmingham Local Plan (a link is at the foot of this report).
- 3.11 Consultation on the Preferred Options will be undertaken in accordance with The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) and the City Council's Statement of Community Involvement. The Consultation Plan as set out at Appendix 4 provides the details of how the consultation will be undertaken. It will include a number of in person drop-in sessions and online engagement sessions as well as the publication of documents online.
- 3.12 Following the conclusion of the consultation on the Preferred Options document, a final 'Publication' version of the Birmingham Local Plan will be prepared which is scheduled to be consulted on early in 2025 before being submitted to the Secretary of State for Levelling Up, Housing and Communities where it will be subject to public examination led by the Planning Inspectorate. The Government are embarking on a significant programme of planning reform and under existing transitional arrangements, submission of the BLP to the Secretary of State must occur by 30 June 2025.

Local Plan Member Working Group

- 3.13 The preparation of the Local Plan is being supported by the Local Plan member Working Group. The Group was established in October 2021 following approval of the Terms of Reference at Cabinet. It is proposed that the Terms of reference are updated to clarify the membership of the group and appointment of a vice chair. The proposed Terms of reference form Appendix 5 to this report.

4 Options considered and Recommended Proposal

- 4.1 **Option 1- Do Nothing:** Regulation 10A of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) requires local planning authorities to review their local plans at least once every 5 years from their adoption date to ensure that policies remain relevant, up-to-date and effectively address the needs of the local community. If not, the Local Plan must be updated. By doing nothing, the Council will not be keeping its Local Plan up-to-date and thereby not comply with this legislative requirement. This is the second main stage in the production of the Local Plan which has involved considerable officer time and financial commitment to ensure that evidence to justify the Plan is in place and robust. Not proceeding will mean that this officer time and additional expense would prove abortive. This is therefore not deemed an acceptable option.
- 4.2 **Option 2: To carry out a partial update of the Local Plan.** It was clear from the review of the previous BDP adopted in 2017 as well as national policy, that the BDP required fully updating due to a range of significant changes in national planning policy and local circumstances including changes to national planning policy and guidance relating to affordable housing, climate change mitigation and increased housing requirements as well the declaration of a climate emergency by the City Council in 2019. The production of the 'Our Future City – Central Area Framework' by the Council will also require the spatial strategy for Central Birmingham to be re-evaluated. All of these factors mean that a partial update of the Local Plan will be inadequate in addressing all these issues and is therefore not a viable option.
- 4.3 **Option 3: To carry out a full update of the Local Plan including the production of the Birmingham Local Plan to replace the BDP.** To fully update the Local Plan and proceed with the production of the Birmingham Local Plan is the recommended option. This consultation will be the second main stage in the production of the Birmingham Local Plan.

5 Consultation

- 5.1 A cross-party Local Plan Member Working Group has been established to help guide the process of producing the Plan. It is chaired by the Leader of the Council and considers reports relating to the Local Plan review process. A series of online sessions as well as a drop-in session have been arranged for wider engagement with Members to fully understand the consultation on the Birmingham Local Plan and its contents for this consultation.
- 5.2 Internal officer groups and meetings have also been set up to ensure that officers from different departments are engaged with, and

contributing towards, the production of the Plan. This includes officers from Birmingham Property Services, Highways, Transportation, Housing, Environmental Health, Public Health and Leisure.

- 5.3 Under the 2011 Localism Act and the National Planning Policy Framework (NPPF), local planning authorities have a legal Duty to Cooperate with other local planning authorities and organisations to seek to address strategic planning matters that are driven by larger than local issues that are likely to have an impact beyond their immediate Local Plan area. Neighbouring local authorities and other Duty to co-operate bodies are being consulted as part of the Preferred Options consultation and views are being and will continue to be sought on any strategic cross boundary issues arising.
- 5.4 The launch of the public consultation on the Birmingham Local Plan Preferred Options document will be the second consultation stage for the Plan following the consultation on the Issues and Options Document in October-December 2022. Public consultation will therefore take place following Cabinet approval and will be in accordance with the Council's adopted Statement of Community Involvement, under the provisions of the Planning and Compulsory Purchase Act 2004, and the revised procedures required by the Town and Country Planning (Local Planning) (England) Regulations 2012.
- 5.5 The consultation document and relevant material will be published online and all those on the Planning Policy Consultation Database will be notified. All feedback and comments received will be taken into consideration in formulating the next stage of the consultation prior to the eventual adoption of the document. A Consultation Strategy has been produced (Appendix 3) which details how the consultation will take place for this stage and for subsequent stages in the development of the Birmingham Local Plan. This Strategy will be reviewed and updated at each consultation stage.
- 5.6 Officers from Legal and Democratic Services and City Finance have been involved in the preparation of this report.

6 Risk Management

- 6.1 Regulation 10A of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) requires local planning authorities to review their local plans at least once every 5 years from their adoption date to ensure that policies remain relevant, up-to-date and effectively address the needs of the local community. Where relevant Local Plan policies are out of date, the presumption in favour of sustainable development will apply on all development proposals and the Council's ability to deliver on its strategic objectives would be harmed. It would mean the Council may be susceptible to decisions

being challenged by planning appeals and reduce the ability to provide certainty for residents, developers and investors. The Birmingham Development Plan (2017) is now considered to be out of date and due to increased housing need, the City Council does not have a 5-year Housing Land Supply. The only way the city can secure a 5-year housing land supply, based on the current national standard methodology for housing need, is to adopt a Local Plan which sets out a deliverable housing number for the city.

- 6.2 The Government is currently undertaking a programme of planning reform through changes to the National Planning Policy Framework (NPPF) and through the introduction of the Levelling-up and Regeneration Act 2023 which was given Royal Assent in October 2023. The Act introduces some wide-ranging reforms including how Local Plans are to be produced in the future. However, changes are being introduced gradually to ensure that Local Plans can still be delivered in a timely manner under previous legislation for an interim period. Local Plans that can be submitted to the Secretary of State for Levelling Up, Housing and Communities by 30th June 2025 will be allowed to continue under previous legislation. Failure to meet this timetable may result in delays to the adoption of the Birmingham Local Plan whilst the implications of the new legislation for the Plan is assessed and whether it will result in significant amendments to Plan which will require further consultation.
- 6.3 The timetable for completion and adoption of the Birmingham Local Plan allows a degree of flexibility to account for any potential issues while continuing to ensure that the Plan can be submitted by June 2025. This also allows time for discussion with stakeholders and for issues to be addressed, as well as the processing of any comments made. However, the timetable will continue to be under review after each stage and any risks on the timely delivery of the Plan will be mitigated.
- 6.4 Other risks are addressed elsewhere in this report, including the option analysis in Section 4 and section 7.3 on the financial implications.
- 6.5 Should the Cabinet report be approved, monitoring of delivery will take place through the council's Annual Monitoring Report, which sets out progress against the milestones in the Local Development Scheme, and also the Corporate Performance Monitoring.

7 Compliance Issues:

7.1 How are the recommended decisions consistent with the City Council's priorities, plans and strategies?

- 7.1.1 The recommended decisions are consistent with the Council Corporate Plan 2022-2026 (as updated in 2019) and in particular

the five strategic priorities and outcomes; a Bold Prosperous Birmingham; a Bold Inclusive Birmingham; a Bold Safe Birmingham; a Bold Healthy Birmingham and; a Bold Green Birmingham by providing up-to-date policies for the future planning and development of the city.

- 7.1.2 The new Plan will also play an important role in supporting the Council's declaration of a Climate Emergency in July 2019 and is significant in helping to deliver the City of Nature Plan and climate adaptation.

7.2 Legal Implications

- 7.2.1 Regulation 10A of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) requires local planning authorities to review their local plans at least once every 5 years from adoption to ensure that policies remain relevant, up-to-date and effectively address the needs of the local community.
- 7.2.2 The preparation of the Birmingham Local Plan, including this consultation, is being carried out in accordance with the Planning and Compulsory Purchase Act 2004 and is prescribed under Regulation 18 of The Town and Country Planning (Local Planning) (England) Regulations 2012.

7.3 Financial Implications

- 7.3.1 The total cost of preparing the Birmingham Local Plan is estimated to be in the region of £1 million. Approximately £750K of this cost has already been spent or committed. The remaining cost will be spread across the 2024/2025 and 2025/2026 financial years. Most of the expenditure is associated with procuring external consultants to prepare specialist evidence base documents to support the preparation of the Local Plan. Other costs include KC advice, consultation costs and the appointment of a Planning Inspector and programme officer for the examination stage of the plan.
- 7.3.2 Spend control approval was received from the S151 Spend Control Board on 16th October 2023 for £300K to support the preparation of the Local Plan, with £150K of this expenditure expected to fall into the 2024/2025 financial year. Each item of expenditure within the overall approval will require a spend control approval. The consultation will be carried out in a cost-effective way whilst maintaining legal and statutory requirements in the consultation of Local Plans. An initial budget of £10,000

has been set aside to carry out this consultation which has recently received Spend control approval.

7.4 Procurement Implications (if required)

7.4.1 The continuing procurement of technical evidence base studies will be the subject of separate delegated reports.

7.5 Human Resources Implications (if required)

7.5.1 No implications.

7.6 Public Sector Equality Duty

7.6.1 The Birmingham Local Plan is being prepared in line with Section 149 of the Equality Act 2010 in ensuring that public bodies in the exercise of their functions have due regard to and consider the needs of all individuals in shaping policy. Preparation of the Birmingham Local Plan also includes the carrying out of an integrated Sustainability Appraisal (Appendix 2) at each formal stage which ensures positive social, economic and environmental impacts as well as a separate Equalities Analysis (Appendix 6).

8 Appendices

Appendix 1 – Birmingham Local Plan – Preferred Options document.

Appendix 2 – Birmingham Local Plan – Sustainability Appraisal for the Preferred Options document

Appendix 3 – Consultation Statement from the Issues and Options consultation

Appendix 4 - Consultation Strategy for the Birmingham Local Plan Preferred Options document

Appendix 5 – Updated Terms of Reference for the Local Plan Member Working Group

Appendix 6 - Equalities Assessment

Appendix 7 – Risk Assessment

Appendix 8 – Policies Map

9 Background Documents

9.1 Cabinet Report on Birmingham Development Plan review and revised Local Development Scheme 29th June 2021.

9.2 Cabinet Report on consultation on the Birmingham Local Plan ‘Issues and Options’ document 11th October 2022.

- 9.3 Cabinet Report on the Local Development Scheme 2023 – November 2023
- 9.4 A dedicated web page for the Birmingham Local Plan can be found on the following link: [New Local Plan for Birmingham | New Local Plan for Birmingham | Birmingham City Council](#)

DRAFT

**Birmingham Local Plan
Preferred Options Document**



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Introduction

Birmingham is changing

Birmingham is the UK's second largest city and the economic heart of the region, attracting record levels of investment recently as a result of significant regeneration in the city and projects which have transformed its physical, social and economic landscape. Hosting the 2022 Commonwealth Games has put Birmingham in the global spotlight and Birmingham continues to grow and maximise on exciting opportunities. Our aim is to ensure that these opportunities translate into tangible benefits for every community in our city, enhancing the places where we live and work, providing better infrastructure and increasing the prospects for our young people - giving everyone a stake in Birmingham's growth and success.

Birmingham City Council has already made a strong case for Birmingham to be at the very heart of the Government's Levelling Up agenda. We have set out our ambitions to challenge deeply ingrained structural inequalities, address poor health, educational attainment, low skills and incomes, congestion and air pollution, while bringing forward new homes, employment sites and community facilities.

Like all big cities Birmingham is constantly changing and will need to adapt to many different challenges over the coming years including the climate emergency, the need for housing for more housing and a changing economy. The Birmingham Local Plan will set a clear and strong vision and strategy for sustainable inclusive growth, aiming for a net zero carbon and climate resilient future spurred on by the City Council's Climate Emergency Declaration and its ambitious climate objectives. Birmingham aims to become a global leader in tackling climate change, meeting the challenges head-on and grasping the opportunities of being at the forefront of a green revolution.

As Birmingham continues to grow and become an ever more dynamic place to live, building new high quality, green and affordable homes is a key priority for the Council, enabling communities to thrive and meeting the demand for a wide range of housing needs and aspirations. In a dense urban area, innovative ways need to be found to deliver high quality new homes and neighbourhoods, ensuring affordability and creating healthy, inclusive and attractive places to live.

At the same time, we need to build a strong economy that provides enough jobs and the right sort of jobs, responding to wider economic changes. The growth and investment in the city should meet the needs of all of our residents, reducing deprivation and inequality that remain at unacceptable levels in parts of our city, often in those communities closest to areas of intense development.

These challenges require us to take a major shift in direction and we encourage everyone's input to ensure we develop a plan for Birmingham that will create a successful, inclusive, connected and green city.

What is the Birmingham Local Plan?

Birmingham City Council is preparing a new Local Plan for Birmingham which will shape how the city will develop over the next 20 years. It will set out a vision and planning framework that will be used to inform decisions on planning applications. It will ensure we deliver the right number and type of homes and jobs in the right places with the right services and infrastructure. It will also be an important tool to help us become a net zero carbon city and create resilient and adaptive environments.

The BLP will cover the whole of the Birmingham local authority area and the period to 2042 (assuming the Plan is adopted in 2026). The Plan will be reviewed at least every five years in line with legislative requirements.

Why we need a new Plan

All local authorities are required to have an up-to-date Local Plan. Without an up-to-date Plan the city is vulnerable to speculative planning applications and poor or piecemeal development. In the absence of a Plan there is no certainty where development will take place which means we cannot properly plan for the impacts of development.

The existing Birmingham Development Plan (2017), Aston, Newtown, Lozells Area Action Plan (2012) and Longbridge Area Action Plan (2009) were all adopted before recent changes were introduced to national planning policy. We need an up-to-date Plan that will guide us through the next 20 years and respond to the new challenges and opportunities the city faces.

The Climate Emergency

The Council declared a climate emergency in June 2019, and the City Council unanimously made the commitment to take action to reduce the city's carbon emissions, and to do so in a way which reduces inequalities across the city and brings communities with us. The Council is committed to taking a leading role, playing its part, and working with individuals, communities, businesses, partners, and others across the city and region to act now on the causes and impacts of the climate emergency.

The Birmingham Development Plan (BDP) contains existing policies aimed at addressing climate change such as policies on carbon reduction, sustainable construction, low and zero carbon energy generation, flood risk, green infrastructure, biodiversity, sustainable transport, as well as through its spatial strategy which focuses growth in sustainable locations. However, the BDP was prepared before the declaration of the Council's climate emergency and with the aspiration to achieve net zero carbon emissions, big changes and a rapid response is required. Therefore, the proposals set out in the BLP are ambitious and seek to go beyond national requirements.

The previous consultation

We consulted on an Issues and Options Document and Sustainability Appraisal Report between 24 October and 5 December 2022. This sought views on the key challenges and opportunities facing the city over the next 20 years and set out a draft vision, aims and potential policy approaches or options.

The feedback we received on the Issues and Options Consultation has been summarised in the Issues and Options Consultation Statement which can be accessed on the Birmingham Local Plan webpages. We have considered all of the views expressed during the consultation in preparing this Preferred Options Document.

What is the Preferred Options Document?

This Preferred Options document is a consultation document prepared under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

It sets out the Council's preferred development strategy, draft policies and site allocations taking into account the evidence and views gathered to date. This is not the final version of the Local Plan. There is still opportunity for everyone to comment on the proposals and help shape the emerging policies and allocations. All comments received will be considered before

the Council agrees a final version for a further round of consultation before being submitted for examination.

Arriving at preferred policy options and sites for potential allocation

In arriving at the preferred policy options and sites for potential allocation that are set out in this consultation, the Council has taken into consideration the following:

- The views arising from previous public consultation involving a range of stakeholders including residents, businesses statutory bodies, local groups and individuals with an interest in Birmingham through Consultation on the HELAA Methodology and Initial Call for Sites (June 2021), Issues and Options and Call for Sites (October 2022), Site Availability Survey of specific sites (July 2022 and January 2023). Further details of these consultations are available on our website at [Issues and Options Consultation | New Local Plan for Birmingham | Birmingham City Council](#)
- National and international legislation and other statutory requirements;
- National Planning Policy Framework (NPPF) which places a strong emphasis on economic growth and on delivering housing;
- Regional and local policies and strategies affecting the area;
- The long-term priorities for Birmingham as defined by the Council Plan which aims for Birmingham to be a city of growth where every child, citizen and place matters;
- The rigorous testing of options and alternatives primarily through a Sustainability Appraisal process, taking into account environmental, social and economic impacts of choices; and
- Extensive research and technical studies known as the Evidence Base that the Council has compiled in order to understand the needs of the area and opportunities and constraints that exist. The Evidence Base can be viewed at [Evidence base | New Local Plan for Birmingham | Birmingham City Council](#)

How to read this document

It is essential that the Local Plan is read as a whole. While one policy may suggest that a proposed development would be acceptable, there may be other policies in the Local Plan that indicate otherwise; all proposals must comply with all relevant policies.

What evidence supports the plan?

Local Plans need to be supported by a robust evidence base. Extensive research and technical studies known have been undertaken to inform the plan and this will be added to and refined over the coming months. The Evidence Base can be viewed at [Evidence base | New Local Plan for Birmingham | Birmingham City Council](#)

Sustainability appraisal

Local Plans must be subject to Strategic Environmental Assessment (SEA) and Sustainability Appraisal (SA). This means testing objectives, strategies and policies at each stage of the process to assess their potential impact on environmental, economic and social objectives and, where necessary, making changes to ensure sustainability. A Sustainability Appraisal has been prepared and the SA of the Preferred Options Document is published alongside this document for consultation.

Habitats Regulations Assessment

A Habitats Regulations Assessment will be carried out as part of production of the BLP. The Habitats Directive requires an assessment to be undertaken for plans and projects that are likely to have a significant effect, alone or in combination with other plans and projects, on one or more sites protected under legislation. The first stage of this is screening, to ascertain whether or not there is likely to be a significant effect. The key principle is to adopt the precautionary approach and to preserve the integrity of sites. This work will continue through the Regulation 18 stage and be finalised for submission of the Local Plan at Regulation 19 stage. It will be available to comment on at that stage but will be subject to stakeholder involvement during its preparation.

Duty to Co-operate

The Council is required to work with other local authorities and bodies through the Duty to Co-operate to deal with issues that run across local authority boundaries. This joint working is critical for Birmingham as we are unlikely to be able to meet all of our development needs within our boundary. At the same time, we have to consider any unmet development needs from our neighbours. Birmingham will need to continue to work effectively with neighbours to achieve a planned response to the issues, particularly in relation to housing shortfalls.

Forthcoming changes to the planning system

The Levelling Up and Regeneration Act 2023 sets out a wide range of changes to the planning system. Most of these will be implemented through secondary legislation and changes to policy. The Government will consult on the detail of these changes over the coming months. It is anticipated that the changes will be implemented during 2024. Therefore, at this point in time, we are working within the current plan making system. The Government are clear that local authorities should not delay or halt plan making. As such, we consider it is best to proceed with preparing the BLP and respond to any changes in circumstances or transitional arrangements going forward.

What happens next?

All comments received during this period of consultation will be carefully considered in preparing the Publication version of the Birmingham Local Plan. The Publication Document will be subject to formal statutory consultation following which it will be submitted to the Secretary of State for Independent Examination. Following the examination, the Council will receive an Inspector's Report setting out any proposed amendments. The plan can then be adopted by the Council

Timetable

| Stage | Date |
|--------------------------------|--------------------|
| Issues and Options (complete) | October 2022 |
| Preferred Options (this stage) | June - July 2024 |
| Publication | February 2025 |
| Submission | June 2025 |
| Examination | Autumn 2025 |
| Adoption | Autumn/Winter 2026 |

Background and context

Birmingham today

Known in the Victorian era as “the city of a thousand trades” and the birthplace of the Industrial Revolution, today Birmingham continues to be a dynamic force as the UK’s second largest city and the financial, commercial and cultural hub of the region. Its rich history and culture are reflected in its varied neighbourhoods and environments which is home to over 1.15 million people drawn from a wide variety of cultures and backgrounds, with roots in more than 200 countries from around the world.

The latest Census (2021) provides a detailed profile of the city’s population and the dynamics of change. Birmingham has become a superdiverse city. More than half of the population (51.4%) identify as Black, Asian or minority ethnic. 31.0% of people are Asian/Asian British (355,384), 11.0% are Black/African/Caribbean/Black British (125,760), 4.8% are mixed (55,205) and 4.5% are other ethnic (51,965). The school age population is even more diverse; 2022-2023 data from the Department for Education shows that 66.8% of children identify as Black, Asian or minority ethnic. With regard to age, by 2036, there will be 185,000 people aged 65 and over compared to 150,000 in 2021, a 23.0% increase. 27,000 people will be aged 85 and over.

After a long period of population decline between the 1960s-80s following the collapse of many of its staple industries during that period, the City Council’s commitment to urban renaissance has meant that over the last 30 years, the city has seen a return to growth as new homes, jobs and infrastructure have been delivered. Boosted by transformational development plans, major infrastructure investment, successful industry sectors and strong innovation assets, Birmingham has gone from strength to strength in recent years. Hosting the 2022 Commonwealth Games has strengthened the city’s international standing and global status.

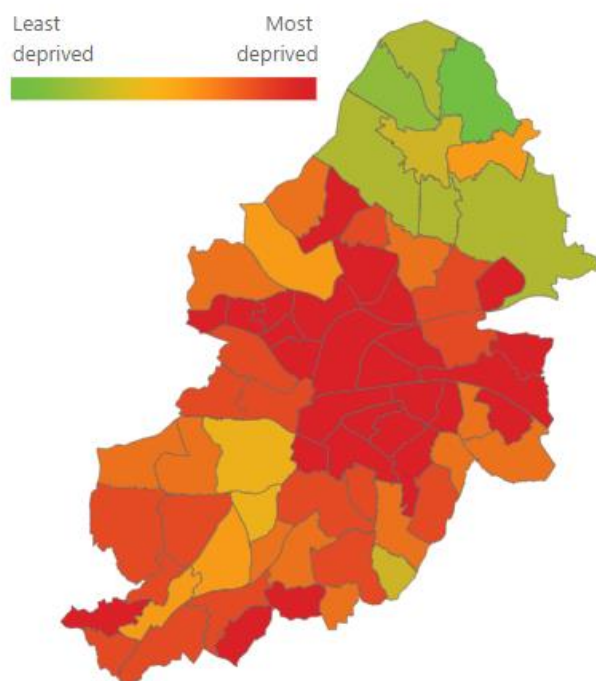
Birmingham’s connectedness is unparalleled and High Speed 2 will cement the city’s excellent transport connections and unlock major development opportunities within and beyond the city. Along with the extension of Metro, re-opening of the Camp Hill Chords, and new cycle lanes, improvement of public transport and active travel is a key priority for Birmingham’s Transport Plan and is essential to delivering a sustainable well-connected city. Connectedness goes beyond physical locations, it recognises the need for cities to have the right digital infrastructure that enables businesses to work seamlessly with their supply chains and acts to attract new businesses, linking them to world markets from their location in a culturally diverse Birmingham.

Over the last 15 years, Birmingham has attracted record levels of investment due to its welcoming and enterprising nature. Our population has grown and with this growth has come new homes, jobs, businesses and opportunities. Our city centre is bigger and better than ever and is set to continue to evolve as several key developments and new plans come forward, bringing holistic regeneration and spreading benefits into the surrounding communities.

While Birmingham has many great strengths, it also faces many serious challenges. Birmingham suffers from high levels of deprivation, with 43% of the population living in the 10% most deprived in England making it ranked the 7th most deprived local authority in England. While there are pockets of deprivation in all parts of the city, deprivation is most heavily clustered in inner city areas (see map below). Around 21.2% of households in Birmingham are in fuel poverty, compared to 13.4% across England. Children in Birmingham are more likely to be eligible for free school meals compared to children nationally and across

all broad ethnic groups, between 2018 and 2023, there has been an increase in the number of pupils eligible for free school meals.

Map of Birmingham which shows the Index of Multiple Deprivation (2019)



Housing affordability, lack of bedrooms and the availability of local authority dwellings present additional problems. Between 2013 and 2023, house prices in the city increased three times faster than wages. The median house price in Birmingham was £130,000 in 2013 compared to £225,000 in 2023 (a 73.0% increase). The median gross annual wage was £27,244 in 2013 compared to £34,037 in 2023 (a 24.9% increase). When one explores data on housing tenure by ethnicity, White people are more likely to own their property outright in comparison to other ethnic groups.

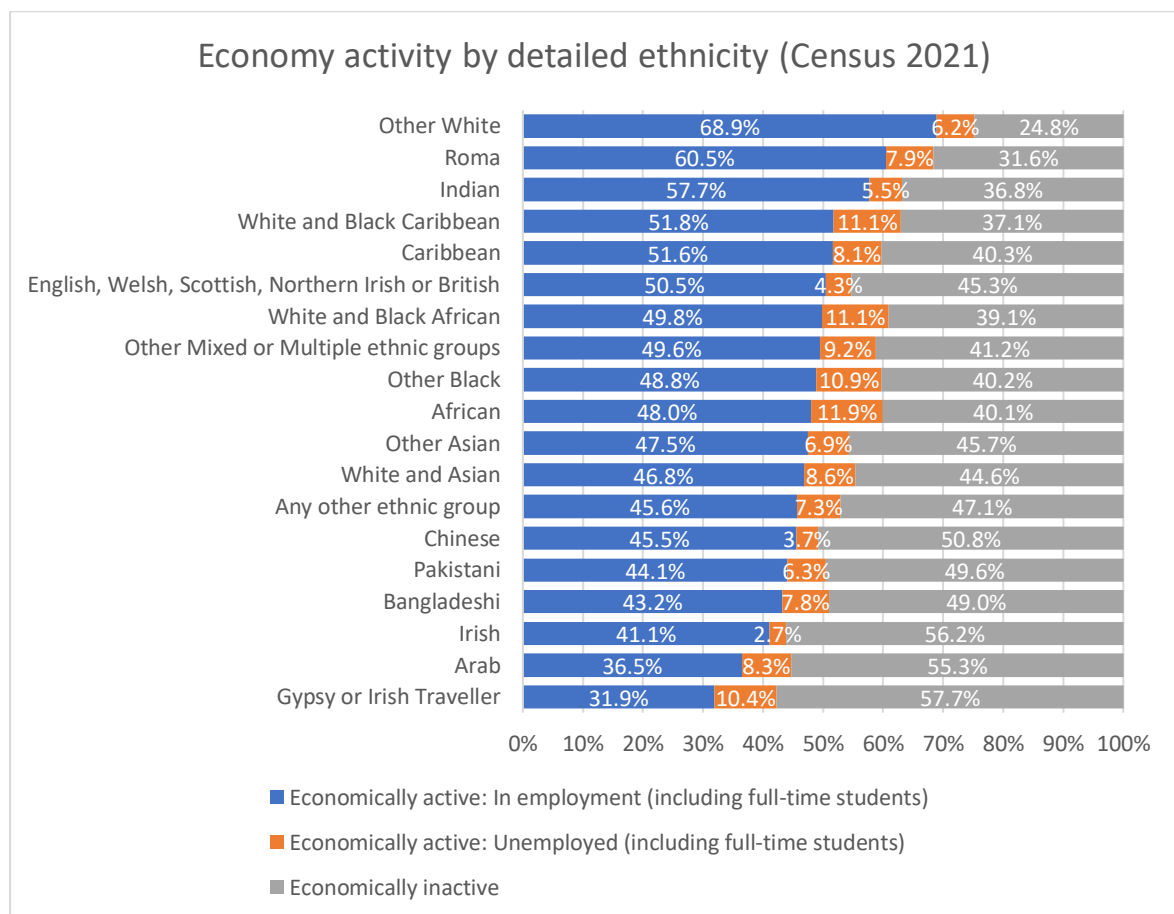
Overcrowding is an issue, Birmingham has the highest percentage of households (9.4%; 39,625) with fewer bedrooms than required across all the core cities in England and Wales. Overcrowding is particularly prevalent amongst minority ethnic communities; over a quarter of Asian households (26.0%) and 19.8% of Black households live in overcrowded accommodation compared to just 12.9% of White households. It may not be surprising then that minority ethnic communities (with the exception of mixed households) are more likely to request social housing with a greater number of bedrooms relative to White households. For example, of all of those who have requested 5 rooms or more, 34.5% of applications are made by Asian families and 30.1% are made by Black families, compared to just 17.5% made by White families.

Between 2013 and 2022, there was a steady decrease in the number of dwellings owned by the local authority (from 64,000 to 59,000). A high number of White people (30,000) live in social housing, followed by Black people (12,000) and Asian people (8,000) so greater numbers of people from these communities are likely to feel the effects of a decline in social housing stock.

In terms of homelessness, Black residents are more likely to be in temporary accommodation (1,600) relative to other ethnic groups; when one explores prevalence by detailed ethnicity, the

majority of people within this group are Black African (1,100). This is interesting given the fact that much more White people present as homeless.

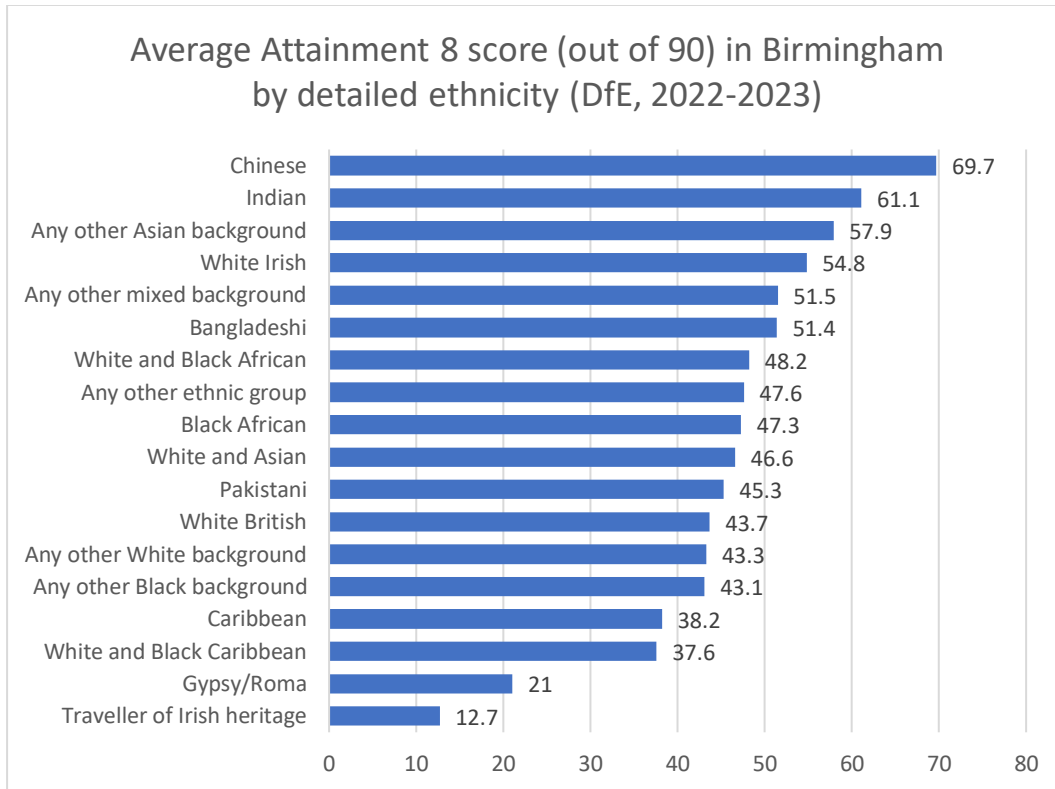
Birmingham has a comparatively high claimant unemployment rate. At 8.9% in April 2024, Birmingham’s 16-64 claimant unemployment rate is the highest of the core cities, significantly above the core city average of 5.7%. The communities experiencing the highest levels of unemployment (according to Census 2021) are White and Black Caribbean (11.1%), White and Black African (11.1%), other Black (10.9%), Gypsy or Irish Traveller (10.4%) and other mixed or multiple ethnic groups (9.2%). The groups with the highest levels of economic inactivity are: Gypsy or Irish Traveller (57.7%), Irish (56.2%), Arab (55.3%), Chinese (50.8%) and Pakistani (49.6%) (see chart below).



In terms of education attainment, the gap is closing. In 2022-2023, 58.6% of pupils in Birmingham reached at least the expected standard in reading, writing and maths compared to the national average of 59.8%. However, when the data is broken down by ethnicity, there are particularly low levels of children meeting the expected standard amongst the following communities: Gypsy/Roma (19.3%), Traveller of Irish heritage (33.3%), any other Black background (45.8%), Black Caribbean (46.4%) and White and Black Caribbean (48.0%). This pattern is similar when exploring Average Attainment 8 scores (Attainment 8 is a way of measuring how well pupils do in key stage 4, which they usually finish when they are 16 years old, see chart below). In comparison to other children, those who are White and Black Caribbean, Gypsy/Roma, Black Caribbean and White British make least progress between the end of primary school and the end of KS4.

Contrastingly higher percentages of Asian children are meeting the expected standard in reading, writing and maths, especially Indian (73.8%), Chinese (67.8%), Bangladeshi (67.7%) and other Asian backgrounds (65.5%). These groups all make much more progress between

the end of primary school and the end of KS4, indicated by high average 8 progress scores. Indeed, children from Chinese, Indian and other Asian backgrounds have the highest Average Attainment 8 scores.



The average attainment 8 score in Birmingham is 46.1 and the England average is 46.4.

In Birmingham and England more generally, White people are under-represented in higher education. For example, in 2020-2021, just 39.1% of White people continued to a sustained education or training destination at level 4 in the two years after completing 16-18 study, compared to 60.9% of Asian people, 58.4% of people from other ethnic groups, 57.4% of Black people and 46.3% of mixed people. In contrast, there is a higher number of White people aged 16 and over who embark on apprenticeships. In 2021-2022, White people made up 56.3% of all apprenticeship enrolments. 23.9% of all Birmingham residents aged 16 years and over have no qualifications (212,198 out of 889,623) The ethnicities with particularly high amounts of no qualifications are: Gypsy or Irish Traveller (56.2%), Roma (39.4%), Irish (34.0%), Bangladeshi (30.1%) and Pakistani (30.3%).

Life expectancy for men and women in Birmingham is lower than the national average at 77.2 years for men (England 79.5) and 81.9 years for women (England 83.1). Health inequalities within Birmingham are highlighted by ten-year differences in life expectancy between some of the 69 wards across the city. Child obesity is prevalent with more than one in ten 4–5-year-olds being obese (11.5%) and a quarter of all 10-11-year-olds (25.5%).

Air pollution is second only to tobacco smoke in causing premature death (deaths before the age of 75). In the UK it is estimated that each year there are 40,000-50,000 deaths attributable to air pollution; in Birmingham based on current mortality, this equates to almost 900 deaths a year.

At the Issues Options stage, we identified a number of planning challenges and opportunities for the BLP to address and asked for your views if these were the right ones for the plan to tackle. These are summarised below.

Challenges

Climate change - is the biggest existential threat that affects us all. In response to the climate crisis, the City Council declared a Climate Emergency in June 2019 and is striving to achieve net zero carbon and build the city's resilience to a changing climate. The BLP will play a key part in helping us achieve this challenge, but this will affect how we address other priorities that are important to the area. It will influence where we plan for development, how it is designed and how we live.

Infrastructure - we need to ensure the city has the natural and built infrastructure it needs to deliver upon its aspirations and that this infrastructure is resilient to the changing climate and changing demands placed upon it. The city's net zero ambition will result in a significant growth in electricity demand for building heat decarbonisation and transport decarbonisation. The Birmingham Transport Plan aspires to achieve significant shifts in private vehicle use within and across the city to support this net zero ambition. Proposed new legislation for heat network zones to support heat decarbonisation may necessitate priority locations for heat generation and distribution and we need to ensure the opportunities for a growth in renewable energy generation can be supported within the infrastructure investment planned by energy utilities.

Delivering quality homes and places – our population is growing and changing. This means more homes will be required including affordable housing and different types and sizes of homes such as homes for older people. It will be a significant challenge to accommodate all of our local housing need within our boundary. The way development is planned, designed, developed and maintained has a huge impact on quality of life, appearance and the desirability of places. The aim is to create healthy, inclusive and safe places.

Creating an inclusive, strong and competitive economy - inclusive growth is about ensuring that the benefits of growth are translated into greater opportunity and prosperity for all while planning for the growth and jobs we need to reflect the changing economy. The 2021 Census has revealed that Birmingham is one of the first 'super-diverse cities' in the UK with half of its residents from an ethnic minority. It is therefore important to ensure that everyone is able to benefit from Birmingham's growth and success. Covid-19 has accelerated the long-term trends in retail, and we need to support our local centres as well as help them adapt to future trends. We must also ensure that we deliver cleaner and more sustainable growth by transitioning to a low carbon economy.

Growing the digital economy - the growth of digital and creative businesses and those that are reliant on ultrafast and low latency digital communications continues at pace, stifled only by 20th century connectivity infrastructure. Regeneration and redevelopment present great opportunities to ensure that the underpinning of digital infrastructure provides foundations for businesses to thrive.

Protecting, conserving and enhancing - Birmingham's unique heritage assets and natural environment are what makes it an attractive place to live. The challenge we face is to ensure we protect these valuable resources for future generations but also to incorporate them into new developments. Delivering biodiversity net gain, improving environmental quality, enhancing green infrastructure and improving access to open space will be essential to making Birmingham a green, healthy and attractive city to live in.

Opportunities

Global leader in a Green Future - as an enterprising and innovative city we have always been at the forefront of significant shifts in the economy, society and environment. The green economy offers exciting opportunities to transition to a cleaner and greener place that can deliver jobs, homes and places in a sustainable way. Growth in renewable energy heat and power generation and storage will enhance the city's resilience to global energy markets. Nature based solutions to the climate challenge offers opportunities to make our city greener, improve the natural environment and restore nature.

Proud of Brum - we have a captivating history, a city that continuously adds to our layers of character, diversity, and culture, and a young population full of promise and creativity. In positioning and promoting our city on the world stage we need to shout louder about our heritage assets, world class arts, dance, music, food and cultural offer, and grasp the chance to build sporting excellence and long-term health benefits.

Connected and smart - located at the centre of the country's rail and motorway networks, and with Birmingham Airport's international connections, we have an opportunity to use our advantageous location to attract inward investment and to build new innovative, smart and digitally connected clusters to support job growth in emerging industries, as well as enabling existing industries to transform.

Place quality and thriving neighbourhoods - new development will deliver additional quality homes, increase the provision of affordable homes and help bring about wider regeneration benefits to an area by re-creating places that are healthier, greener, cleaner, safer and more connected. There would be site specific interventions and payments of community infrastructure levy to fund facilities and infrastructure in the city.

Build a stronger economy - with one of the youngest populations in Europe, a diverse economic base, sectoral strengths in a range of areas and five universities, we have the opportunity to maximise the productive potential of our people, businesses and places, creating new jobs and thereby raising living standards and quality of life.

Creating a sustainable future – sustainable development is defined at many levels. At the international level the UN Sustainable Development Goals set out the overall principles. For planning, sustainable development is a combination of environmental, economic and social objectives. We need to follow these in drawing up the BLP and making decisions on planning applications. The NPPF requires us to consider what the international Sustainable Development would look like for Birmingham and use this to shape the plan.

What does sustainable development mean for the Birmingham Local Plan?

- Utilising brownfield land and re-using existing buildings and sites. We already prioritise brownfield land and will continue to ensure that as much development as possible is provided on brownfield land.
- Locating development in places where schools, jobs, and services are accessible by foot and cycle or creating new neighbourhoods where walkability is central to its design.
- Delivering quality sustainable homes.
- Ensuring good access to open space.
- In built resilience to climate change.
- Supporting the creation of effective public transport systems.

- Ensuring easy access to a range of job opportunities by walking, cycling or public transport.
- Developing at higher densities, particularly in areas well served by public transport to support usage.
- Contributing to the delivery of essential transport, digital and social infrastructure.
- Providing affordable homes where it meets people's needs and ensuring a range of housing types.
- Focussing development on land not at risk of flooding.
- Designing places where people can lead safe and healthy lives as part of a community.
- Avoiding the loss of best and most versatile agricultural land.
- Ensuring we have a well-connected, well managed and resilient Nature Recovery Network.
- Avoiding development in areas of landscape quality.
- Protecting and enhancing our historic environment.
- Factoring in the long-term maintenance of infrastructure.

What you told us

At the Issues and Options Consultation stage we asked whether people agreed with the challenges and opportunities that were identified and if there were any others should be addressed. The following is a summary of the responses received to these questions:

- 41% of respondents agreed with the challenges and opportunities identified with a further 50% partly agreeing or suggesting other challenges and opportunities in addition.
- Only 9% of respondents disagreed with the challenges and opportunities identified.

Detailed comments included:

- . Prioritise brownfield development over greenfield
- . Prioritise provision of more affordable homes and homes for the elderly
- . Emphasise the importance of the natural environment and its value in mitigating climate change and flood risk and opportunities
- . Continue to work closely with other local authorities
- . Closely manage the proliferation of houses in multiple occupation (HMOs)
- . Ensure development is viable and deliverable
- . Support net zero carbon aspirations but have clear goals and milestones which are achievable
- . Value the historic environment
- . Emphasise tackling deprivation and inequality
- . Improve local transport links and emphasise the benefits and opportunities of HS2

Vision and Objectives

The vision for Birmingham has been informed by the key challenges and opportunities facing the city over the next 20 years and the feedback from the Issues and Options consultation and other relevant strategies.

The vision:

Birmingham will be a global leader in inclusivity, innovation and sustainability - a celebration of our cultural kaleidoscope, a model for zero carbon living and a hub of creativity and entrepreneurship.

It will be:

- An inclusive city characterised by diversity and equality so that everyone has the opportunity to thrive and succeed in life.
- A net zero carbon city, where development has been designed to limit carbon emissions and maximise opportunities for use of renewable energy.
- A resilient city that has prepared for the local impact of climate change and showcases the best in terms of resource efficiency and adaptability.
- A city of growth where sustainable development delivers the homes, jobs and infrastructure that people need, and where Birmingham's status as a global city has been strengthened.
- A city of knowledge and innovation world class for its jobs, skills, enterprise, education and research, underpinned by future proofed digital and data connectivity.
- A city of thriving neighbourhoods offering a wide choice of high-quality housing, including affordable housing, supported by accessible services and facilities.
- A city of layers rich in heritage assets, the arts, and culture, which make Birmingham like no other place, and a city that we can be proud of, own and celebrate. A city known for its people-centred design, enduring places and high-quality environments.
- A healthy city with cleaner air and water and fair access to open space, sports and recreation facilities to support active healthy lifestyles.
- A city of nature with more wildlife, trees and a rich multifunctional, connected green infrastructure network that can be enjoyed by everyone.
- A connected city with a sustainable, green, inclusive, go-anywhere transport system in which walking, cycling and public transport are the first and natural choice of travel.

To help us achieve this vision, a set of objectives or priorities will form the framework for the Plan, and our policies and sites should all contribute to achieving them.

Objective 1: An inclusive city

- To ensure physical, social and digital infrastructure meets the needs of all existing and future citizens
- To provide local economic opportunities through skill development and job creation
- To facilitate social interaction and the creation of inclusive and safe environments

Objective 2: A net zero carbon city

- To ensure all new development achieves net-zero carbon emissions and is as energy efficient as possible
- To have a positive and bold strategy for renewable energy
- To make the most efficient use of our natural resources and minimise energy use

- To minimise waste and promote a circular economy
- To encourage re-use of existing buildings wherever possible

Objective 3: A resilient city

- To ensure development is designed to create resilient, adaptive and liveable environments that supports nature and human health and well-being
- To manage flood risk and encourage the use of sustainable drainage systems
- To reduce the impacts of urban overheating
- To make building and places greener

Objective 4: A city of growth for all

- To develop and grow the city in fair and inclusive way, meeting the needs of all of Birmingham's citizens
- To support business growth, job creation, and inward investment by providing a range of employment and economic growth opportunities
- To meet the varied housing needs of the city while maintaining sustainable, mixed and balanced communities
- To provide essential infrastructure to support development in a co-ordinated and timely manner
- To work with neighbouring authorities to address any housing and employment land shortfalls in the housing market area and to address other strategic cross boundary planning matters

Objective 5: A city of knowledge and innovation

- To build on Birmingham's competitive economic advantages and retain and attract the best talent
- To capture the potential of our innovation assets such as our universities and strengths in next generation transport, sustainable construction and medical sciences to drive economic growth
- To promote low carbon industries and a green economy
- To improve the education and skills of Birmingham's residents, increasing life prospects and prosperity

Objective 6: A city of thriving neighbourhoods

- To provide for a significant increase in high-quality new homes and affordable housing in a range of, sizes, types and tenures to meet the city's housing needs
- To create safe, attractive and sustainable neighbourhoods where there is good access to services and facilities within walking and cycling distance
- To support our network of urban centres as they adapt to changing trends and demands, encouraging investment and a wider range of activities to increase footfall and spend
- To address the future of the City Centre head on making it greener, more attractive and resilient as well as spreading the success of the City Centre to surrounding areas beyond the ring road through Our Future City Central Birmingham Framework 2045

Objective 7: A beautiful and distinctive city

- To raise the standard of design and place quality across the city creating enduring places popular with those who live here and visit
- To create safe, accessible and distinctive places which enhance local identity and pride of place
- To protect and enhance the city's character, rich heritage and cultural assets, and to integrate new development with respect to them.
- To make the city an international destination for tourists

Objective 8: A healthy city

- To ensure development contributes to reducing health inequalities and improving health and well-being
- To improve access to health and social care facilities, high quality open spaces, and sports and recreation facilities to support healthy lifestyles
- To radically improve our air and water quality
- To prioritise active travel to embed healthy lifestyles

Objective 9: A city of nature

- To protect, enhance and extend our varied natural assets and promote a connected green and blue infrastructure network
- To deliver net gains in biodiversity and improve fair access to nature
- To expand the Birmingham Urban Forest and green the city

Objective 10: A connected city

- To facilitate a step change in how people travel with the delivery an integrated, decarbonised and sustainable transport network which prioritises walking, cycling and public transport
- To maximise on Birmingham's position as one of the best-connected places in the UK – locally, nationally and internationally using the catalyst of High Speed Rail (HS2) to drive growth and investment
- To improve connectivity between Birmingham and the surrounding area
- To create a framework for a smart and digitally connected city

There are interlinkages between many of the objectives and delivering on one will help to deliver another. For example, creating a healthy city is linked to creating a resilient city. However, there will also be competing objectives which the BLP will need to balance. For example, meeting the housing needs of families and the housing needs of students or younger people; people who drive and people walking and cycling; economic priorities and environmental protection. There will be tough choices to make. The Government requires Local Plans to be 'viable' which means that what the Council requires from developers (such as affordable housing, green space, higher energy efficiency standards) does not increase the development costs to the point where development does not happen. This may mean trade-offs and compromises between the different aims and objectives.

What you told us

Public consultation responses on the Council's draft vision and objectives as set out in the Issues and Options consultation (October 2022) were generally supportive of the vision and with 58% of respondents agreeing with the proposed and a further 36% partly agreeing or suggesting amendments or additions. Only 6% of those responding disagreed with the vision. Comments made about the vision included:

- More emphasis on the built and social heritage
- Prioritise delivery of high quality new affordable and family housing
- Reduce crime and fear of crime
- Prioritise green spaces and a green economy
- Be more specific to Birmingham
- It's over-ambitious and unrealistic, particularly in relation to net zero carbon

In terms of the objectives, 56% of respondents agreed with the series of objectives set out in the Issues and Options Document. A further 37% partly agreed suggested amendments or additions. Only 7% considered that the objectives were not right. Comments on the objectives included:

- Need for more investment in the existing housing stock
- Emphasise the need to increase skills
- Co-operation and collaborative working with neighbouring authorities and partners to achieve wider growth
- More emphasis on community safety
- Need to acknowledge strategic transport priorities
- Social value should be included

In terms of the most important objectives: A city of growth for all was considered most important followed by A city of thriving neighbourhoods. A net Zero carbon city and Objective A healthy city were also considered important.

The vision and objectives have been refined to reflect more accurately local aspirations and sustainability objectives. They have also been amended to be more focused and better defined.

At this stage, the proposed vision and objectives are considered to provide an appropriate framework for the emerging Local Plan, taking into account the views of the local community and other stakeholders. They also reflect and align with other plans and strategies affecting the city.

Planning for growth

Over the plan period, significant levels of new housing and jobs will be needed along with supporting infrastructure to meet the needs of the growing population. This chapter reviews the housing and employment growth options presented for consultation at the Issues and Options Stage and sets out the Council's preferred approach to accommodating growth based on the consultation feedback and emerging evidence.

Meeting housing need

At the Issues and Options Consultation stage we identified a shortfall of 78,415 dwellings in the plan period (2020-2042) based on the existing available housing supply at the time (Housing and Employment Land Availability Assessment 2022) and the city's Local Housing Need calculated using the Government's standard method.

Since then, the city's Local Housing Need has changed due to the publication of the latest affordability ratios. This means that the Local Housing Need as calculated by the standard method has increased to 7,174 dwellings per annum (as at March 2024).

Applied to the plan period (2020-2042) this gives a total housing need of 149,180 dwellings (prior to taking completions into account). This is based on the Birmingham Development Plan housing requirement of 5,700 dwellings between April 2020 and March 2022 and the Local Housing Need of 7,174 dwellings per annum from April 2022 to March 2042. When completions between 2020/21 - 2022/23 of 9,718 dwellings are taken into account, the remaining need is 139,462 dwellings.

The latest Housing and Employment Land Availability Assessment (HELAA) 2023 indicates an overall supply of 103,027 dwellings. This represents a significant increase in supply from the previous HELAA 2022. Our housing shortfall has therefore decreased from 78,415 dwellings to 46,153 dwellings. However, a large gap remains between the need and supply and the city will continue to be reliant on other local authorities to assist in meeting Birmingham's housing shortfall.

At the Issues and Options stage, we set out six options to help address the shortfall in housing and asked for your views on the preferred options or combination of options that should be explored. We emphasised that the options are not mutually exclusive. This section summarises the preferred approach in relation to each of the options. Detailed justification for the preferred approaches including analysis of the evidence gathered and consultation results can be found in the Development Strategy Background Paper.

- Option 1- Increase housing densities
- Option 2- More active public sector land assembly
- Option 3- Further comprehensive housing regeneration
- Option 4- Utilise poor quality under-used open space for housing
- Option 5- Utilise some employment land for housing
- Option 6- Release Green Belt for housing

1. Increasing housing densities

In simple terms, density measures the intensity of built development within a defined area. The more units within a given space, the higher the density. The current policy (TP30) in the BDP requires new housing to be provided at a minimum of 100 dwellings per hectare in the

City Centre; 50 dwellings per hectare in areas well served by public transport and 40 dwellings per hectare elsewhere.

Based on national policy and guidance, consultation feedback, the Sustainability Appraisal, an analysis of residential densities, the Housing Background Paper and HELAA 2023, the preferred policy approach is to increase the minimum residential density standards.

This option would seek to increase densities on housing sites within the city to make better use of the land and result in a number of benefits such as lowering carbon emissions, supporting public transport patronage and the provision of other local facilities and amenities.

The proposed target densities as set out in Policy HN4 are:

- 400 dwellings per ha in and within 400m from the City Centre.
- 70 dwellings per ha in and within 400m from town, district and local centres.
- 40 dwellings per ha elsewhere.

As with the current BDP policy TP30, flexibility would be provided for consideration of site specifics.

2. More active public sector land assembly

Land assembly simply means grouping together adjoining plots of land to merge them into one larger plot of land. Larger sites deliver more housing and provide wider regeneration benefits. The concept of land assembly only works if the various landowners involved are willing and well-coordinated. However, local authorities have the power to compulsorily purchase land and property if required.

Birmingham has long been using Compulsory Purchase Order (CPO) powers to deliver urban regeneration and leverage improvements to housing stock. However, land assembly can incur significant time, risks and costs. We will take a proactive approach to identifying and working with public and private landowners to deliver more housing and assess opportunities to acquire land and underused or redundant sites that have future development potential, taking into account the Council's financial resources.

3. Further comprehensive housing regeneration

A large proportion of the city's housing offer is contained within existing large residential estates, some of which do not provide the quality of accommodation or environment that ensures a high quality of life for residents. Over many years, the City Council has aimed to regenerate and renew such estates to provide better housing, enhanced community facilities and opens space. The City Council will continue to support the regeneration and renewal of housing estates/areas where resources allow. Draft Policy HN9 identifies the priority housing areas.

4. Utilising poor quality under-used open space for housing

Open space (parks, gardens, allotments, recreation grounds, informal green space etc.) are an important part of everyday life and vital to environmental quality, biodiversity, health and well-being. As the city's population grows, the demand for open space will also increase and there will be both a need to provide more open space and improve what already exists. The Council also aspires to increase the amount of open space in the city as set out in the City of Nature Plan.

Based on the under-provision of public open space in certain typologies in many parts of the city and the requirement for additional open space to support housing growth, the preferred approach is to retain as much existing public open space as possible and only to partially redevelop four open spaces that are of poor quality, based on the Open Space Assessment, and will form part of wider regeneration proposals which will result in enhancement of the remaining on open space.

Moilliet Street Park, North Edgbaston - it is proposed to partially redevelop Moilliet Street Park for housing. The land has been appropriated to Birmingham Municipal Housing Trust. Moilliet Street Park forms part of proposed Growth Zone Policy GZ18 Greater Icknield and Site Allocation Policy and Appendix 3 Site Allocation Information.

Spring Hill, Ladywood informal greenspace - forms part of the Ladywood Regeneration Initiative which will see the comprehensive remodelling of the estate to provide better quality housing and new and improved open space and community infrastructure. See Policy GZ11 Ladywood Regeneration Initiative.

St Marks, Ladywood Park and recreation ground - forms part of the Ladywood Regeneration Initiative which will see the remodelling of the estate to provide better quality housing and new and improved open space and community infrastructure. See Policy GZ11 Ladywood Regeneration Initiative

Gib Heath Park – it is proposed to explore the partial redevelopment of Gib Heath Park to provide housing overlooking the park to increase natural surveillance and improvements to the remaining area of the park. See Policy GZ15 Gib Heath for further detail.

5. Utilising some employment land for housing

A significant amount of the city's employment land lies within established locations which have been designated as Core Employment Areas. These are protected for industrial uses under the current BDP to ensure that the city has a sufficient supply of land to support jobs and the needs of businesses up to 2031. There is also a significant amount of existing employment land and premises that are outside the Core Employment Areas.

The City Council proposes to refocus the Core Employment Areas designation on B2 and B8 uses and rename them as Core Industrial Areas. The suitable land supply identified within these areas, when taken together with the 53 hectares of land available in South Staffordshire, current planning approvals, allocations and past completions, will be sufficient to meet the five year reservoir of 67 hectares of employment land development needs. There is also sufficient land with potential for development within the new Core Industrial Areas over the entire plan period to 2042 which has not been confirmed by landowners and developers but would be supported if new industrial proposals come forward. As a result, there is potential to consider the redevelopment of some poorer quality and underutilised existing industrial land outside the new Core Industrial Areas for other uses such as housing and mixed-use development.

In total, 120 hectares and is proposed to be allocated for housing on existing industrial land, totalling 12,711 dwellings.

6. Green Belt release

Birmingham's Green Belt covers about 15% of the city's land area. The majority of this is in the north of the city with smaller areas where the city boundary meets Sandwell to the west, and

Bromsgrove to the south. There are also a number of 'green wedges' along river valleys, such as the Cole Valley and Woodgate Valley.

The Green Belt was comprehensively reviewed in 2013 through the preparation of the Birmingham Development Plan (BDP) and 274 hectares was released for 6,000 homes at Langley, 71 hectares for employment at Peddimore and the Yardley Sewage Works Site for 350 homes when the BDP was adopted in January 2017.

The NPPF states that Green Belt boundaries should only be altered in exceptional circumstances through preparing or updating local plans. Local authorities must demonstrate that they have fully examined all other reasonable options for meeting development needs before making changes to Green Belt boundaries.

Based on the Sustainability Appraisal, the fact that the Council has already in the recent past comprehensively reviewed its Green Belt through the last Local Plan and released a significant amount for development, and recent changes to the NPPF, the Council has taken the decision not to review the Green Belt in this Local Plan. A background paper has been prepared to set out more detail on this.

The existing allocations for the Langley Sustainable Urban Extension, Peddimore and the Former Yardley Sewage Works will remain as part of the Local Plan as they are currently being delivered. Minor factual updates to the policies are proposed.

Complementary approaches

Maximising the use of brownfield land

The use of brownfield land has been a key part of Birmingham's development strategy for many years and is a priority in both national and local policy. Whilst many large brownfield sites have been redeveloped through the continued regeneration of the city, further opportunities have been identified through work undertaken to search for sites which have not come forward through the traditional Call for Sites process.

As well as looking at the more traditional sources of sites, we have undertaken a comprehensive and systematic assessment of land parcels in the city's boundary using a digital planning tool. Birmingham is a city with an urban area covering more than 22,000 hectares. The resources required to undertake a comprehensive survey in such a large built-up area are huge. Use of the digital tool has enabled us to identify additional sites which had not previously been included in the HELAA process. Further detail about this work is contained in the HELAA.

We have written to all the landowners of the land parcels identified as suitable through our digital land search and where landowners have confirmed availability of their land for development, these have been included in the HELAA.

Using the Council's land assets

The Council owns a significant amount of land in the city and our Corporate Plan commits us to using own land assets to deliver additional housing. We have already delivered around 3,000 new homes on our own land through the Birmingham Municipal Housing Trust and are working towards delivering more.

We have undertaken a detailed site search of the Council's land holdings through the urban capacity work to identify potentially suitable land for both housing and economic development. This has resulted in the identification of 86 Council (fully and partially) owned sites with a potential capacity of 4.645 dwellings and 66.11 hectares of industrial land.

Making use of empty homes

Birmingham City Council launched its first Empty Property Strategy in 2003 in response to the high level of homes lying empty in the city and a dedicated team was tasked with the challenging responsibility of reducing the number of vacant dwellings. The Empty Homes Team has since demonstrated a strong track record of returning long term and problematic empty homes back into use. Since the start of the programme, empty property numbers have declined but there are still approximately 9,600 private sector empty homes in the city.

The Council's current Empty Property Strategy which covers the period 2019-2024 sets an ambitious target of bringing 350 properties per year back into use. Since April 2019 to February 2024, 1,460 empty properties have been brought back in to use through the implementation of the strategy. While returning empty homes to use is not going to contribute significantly to the housing supply, we cannot ignore their potential and the need to ensure that owners are both encouraged and, where appropriate, required to unlock the potential of this wasted resource.

The Council will continue to update its Empty Property Strategy every 5 years and ensure that the targets remain ambitious, strengthening the Empty Property Team to deliver on the targets.

Assessment of available land for housing development

| Category | Dwellings |
|---|----------------|
| Under Construction | 16,452 |
| Detailed Planning Permission (Not Started) | 16,124 |
| Outline Planning Permission | 5,026 |
| Permitted Development (office, retail, agricultural to residential) | 407 |
| Permission in Principle | 20 |
| Allocated in Adopted Plan | 6,784 |
| Allocated in Draft Plan | 30,104 |
| Other Opportunity (including call for sites submissions) | 11,841 |
| Sub Total - identified sites | 86,758 |
| Lapse rate 12% (applied to outline consents and other opportunities) | 2,024 |
| Sub Total - Identified Sites minus lapse rate | 84,734 |
| Windfall allowance (unidentified sites x18 years. No windfalls in year 1) | 8,575 |
| Completions 2020/21 to 2022/23 | 9,718 |
| Total Capacity | 103,027 |

| Summary of housing need and supply | Number of dwellings |
|--|---------------------|
| Housing need 2020-2042 | 149,180 |
| Housing supply (including completions between 2020/21-2022/23) | 103,027 |
| Shortfall | 46,153 |

Despite thorough investigation of all the options and our ambitious focus on delivering homes, it's clear that it's not possible to accommodate all of Birmingham's housing need within the city's boundary even after exploring the full extent of all the options.

Based on the 2023 Housing and Employment Land Availability Assessment, the level of housing development which can be accommodated in Birmingham is currently assessed to be 103,027 dwellings. This includes the proposed:

- allocation of 120 hectares and 12,711 dwellings on existing industrial land for residential and mixed use development;
- allocation of 3.76 hectares of poor quality public open space for new housing;
- 115 opportunity sites identified through the urban capacity work and with confirmed landowner interest via call for sites, amounting to just under 12,000 dwellings and 5.5 hectares of industrial land. Many of these sites have been incorporated into wider site allocations, particularly where there are a large number of sites grouped together. 6,692 dwellings on other opportunity sites identified through the urban capacity work.

There would still be a shortfall of 46,153 dwellings against the housing need of 149,180 dwellings when housing completions between 2020/21 and 2022/23 are taken into account.

Addressing the housing shortfall

The evidence indicates that additional homes will need to be delivered elsewhere to ensure the city's needs for new homes does not go unmet. We will continue to work with local authorities in the wider housing market area to address the housing shortfall.

Birmingham is part of the Greater Birmingham and Black Country Housing Market Area which contains 14 authorities: Birmingham, Sandwell, Walsall, Wolverhampton, Dudley, Solihull, Tamworth, Lichfield, Cannock Chase, South Staffs, Bromsgrove, Redditch, Stratford-upon-Avon and North Warwickshire. An officer working group with representatives from all the HMA authorities (and other authorities with a relationship with the HMA) meets on a regular basis to discuss, and co-operate on, a variety of issues including housing, employment land, transportation, minerals and waste management. The group prepares and updates a position statement which monitors the housing need and supply and timetables for plan reviews. The latest position statement can be found here [GBBCHMA housing supply and need position statement September 2020 \(updated December 2021\) | Birmingham City Council](#).

The adoption of the Birmingham Development Plan in 2017 confirmed a housing shortfall of 37,900 homes within the City Council area primarily to be met by other authorities in the Greater Birmingham and Black Country Housing Market Area (HMA). Since the shortfall was first identified, the 14 authorities that comprise the HMA have worked together to regularly update housing land supply capacity across the whole HMA area. During that time, significant progress has been made in identifying land to meet the shortfall identified within the Housing Market area (including that of Birmingham) up to 2031.

As part of the Issues and Options consultation, the City Council wrote to all of the local authorities which make up the HMA (as well as others further afield) to explain the latest position on housing and employment land needs within Birmingham - including the potential housing shortfall of 78,415 dwellings and the shortfall of approximately 73 hectares of employment land.

Comments on the Issues and Options Consultation were received from most of the local authorities making up the HMA. Acknowledgement and support for continuation of the joint working which has taken place since the BDP was adopted in 2017. However, there was general concern as to the potential levels of housing and employment land shortfalls being

experienced in Birmingham and the impact this would have on the wider HMA area as well as the Functional Economic Market Area.

Most commented that the City Council should be looking to do further work itself to identify further potential sources of housing land supply and to ensure that opportunities within its administrative area are truly maximised prior to any shortfall being exported to other areas. We have continued to do this work, and this has resulted in further capacity identified within this Preferred Options document which has considerably reduced the potential housing shortfall within the City. However, a significant shortfall remains, and the Council must continue to seek joint working through the Duty to Cooperate to try and reduce shortfalls further.

In terms of the potential for other local authorities to meet some of Birmingham's unmet need, most had either explored ways of meeting some of the unmet housing need arising within the HMA already or were likely to experience shortfalls of their own, particularly in the conurbation and so exacerbating the issue of potential shortfalls further.

Meeting employment need

Background

The NPPF states that planning policies should set criteria, or identify strategic sites, for local and inward investment to match the economic strategy and to meet anticipated needs over the plan period. At the Issues and Options Consultation stage we explained that a need for 295.6 hectares of employment development land between 2020 and 2042 had been identified by the Housing and Economic Development Needs Assessment (HEDNA) 2022. At that time the 2022 Housing and Economic Land Availability Assessment (HELAA) had identified a land supply of 221.96 hectares of employment development land, resulting in a shortfall of 73.64 hectares.

To address this shortfall, the Issues and Options Consultation Document stated that we would continue to investigate and identify further sources of supply. It set out a range of different options for achieving this, including utilising 53 hectares of land at the West Midlands Strategic Rail Freight Interchange in South Staffordshire, reviewing the existing Core Employment Areas and continuing to proactively search for sites through our urban capacity study. As well as pursuing these further potential sources of land supply, the City Council has contacted landowners of longstanding employment development sites that have featured in the HELAA but have had no recent planning history. As a result of all of this work the land supply identified in the 2023 HELAA is now 257.73 hectares of industrial land, with the shortfall reducing to just under 38 hectares. In addition, the review of the Core Employment Areas and the urban capacity study have identified a further 123 hectares of land which would be suitable for industrial uses if landowners were willing to bring them forward for development. All of this supply is located within the proposed new Core Industrial Areas. It is therefore considered that there is sufficient land within the city to accommodate the needs identified in the HEDNA and that there is no need to consider further opportunities for industrial development in the Green Belt or in other local authority areas. There is also some increased potential for poorer quality, isolated and underutilised industrial uses outside the Core Industrial Areas to be considered for redevelopment to other uses, including to accommodate some of the very high needs for housing development.

It must also be emphasised that the BDP currently only contains a policy requirement to achieve a 5 year supply of readily available employment land, rather than identifying sufficient land to accommodate all of the needs over the entire plan period. The HEDNA has reassessed the current requirement under policies PG3 and TP17 of the BDP for an ongoing five

year supply of 96 hectares of employment land and considers that this should now be set at 67 hectares. The HELAA 2023 identifies a supply of 129 hectares of land with planning permission for industrial development, and so there is no shortfall against this five year industrial land supply requirement. It is proposed that the policy requirement for a five year reservoir of industrial land will continue to be applied in the Birmingham Local Plan, and that the wider policy approach proposed in the new plan will positively support further industrial development opportunities as they come forward, to ensure that the overall 295.6 hectare requirement can be met over the period up to 2042.

In this consultation document the terms 'employment land' and 'employment need' refer to the B2 (general industrial) and B8 (storage and distribution) use classes. As this is narrower in scope than previous definitions of employment development, which also included some of the former B1 use class that have now been subsumed into the broader E use class, it is proposed that the new Local Plan will instead refer to 'industrial land' and 'industrial need'. At this stage of plan preparation, the terms 'employment' and 'industrial' are considered to be interchangeable.

What you told us

A range of different suggestions were made on how the shortfall in industrial land could be addressed. These are summarised in more detail within the Issues and Options Consultation Statement, but can be broadly summarised as follows:

- Allocating land for industrial uses in the Green Belt.
- Working with neighbouring local authorities to deliver land in their areas, including the 53 hectares of land at the West Midlands Strategic Rail Freight Interchange in South Staffordshire
- Comments were also received from a number of adjoining authorities which stated that they did not have any further land available to help to meet Birmingham's shortfall.
- Safeguard existing industrial land from redevelopment to other uses, such as housing.
- Allowing more housing and industrial uses to be developed alongside each other where they are compatible.
- Continuing to focus industrial development in the Core Employment Areas.

Evidence

As stated above, the 2023 HELAA has identified a supply of 257.73 hectares of industrial land, which includes 20.59 hectares that have been completed between 2020 and 2023. As well as confirming that we will utilise the 53 hectares of land at the West Midlands Strategic Rail Freight Interchange in South Staffordshire, we have also undertaken further work to address the shortfall of industrial land that was identified at the Issues and Options stage. This has included a review of the existing Core Employment Areas, continuing to identify potential development opportunities through our urban capacity work, and reviewing the development potential of longstanding employment sites that have been included in the land supply figures for a number of years but have no recent planning status. For any potential development opportunities that we identified we contacted the relevant landowners to find out if they intended to bring their land forward for development over the plan period to 2042. We sent letters and emails to the landowners or their agents on two occasions, in July 2022 and January 2023, and have only included the relevant sites in this year's identified land supply if we received a positive response that they intend to develop their land for industrial uses.

These additional efforts have reduced the shortfall from 73.64 hectares to just under 38 hectares. There is also a large supply of land amounting to over 120 hectares within the

new Core Industrial Areas that would be suitable for industrial development if landowners were willing to bring them forward over the new plan period. There is therefore sufficient land in the city to meet the 295.6 hectare need identified by the HEDNA 2023, and it is considered that further sources of industrial land supply are not required at this stage.

The HEDNA also recommends a new portfolio of industrial land to provide a continuing five year reservoir of 67 hectares of industrial land that is readily available for development. In total, there are 129 hectares of land with planning approval for new industrial development at April 2023, which is almost double the HEDNA recommendation. Further explanation about this requirement is provided in the Economy and Centres chapter.

Preferred approach

The preferred approach is to continue to apply the existing approach in the BDP for an ongoing five year supply of readily available employment land, but with the portfolio being updated to reflect the 67 hectare requirement recommended within the HEDNA (2022). The Birmingham Local Plan policies will also positively support further industrial development opportunities, with a particular focus on the new Core Industrial Areas, to enable the identified need for 295.6 hectares of industrial development to be met over the plan period to 2042.

The City Council will continue to work proactively with landowners and developers to facilitate the delivery of new industrial development, and will work with partners across the wider region to deliver 53 hectares of land at the West Midlands Rail Freight Interchange in South Staffordshire.

This preferred approach will ensure that all of the identified industrial development needs can be met without requiring further development opportunities in the Green Belt or in neighbouring local authority areas.

Assessment of available land for industrial development

| Category | Hectares |
|---|---------------|
| Under Construction | 59.05 |
| Detailed Planning Permission (Not Started) | 18.21 |
| Outline Planning Permission | 51.9 |
| Allocation in Adopted Plan | 25.41 |
| Allocation in Draft Plan | 24.53 |
| Other Opportunity Sites (call for site submissions) | 5.04 |
| Land at West Midlands Rail Freight Interchange (located in South Staffordshire) | 53 |
| Sub Total - identified sites | 237.14 |
| Completions 2020-2023 | 20.59 |
| Total Capacity | 257.73 |
| Further industrial development opportunities identified through the urban capacity study and review of the Core Employment Areas, where landowner availability has not yet been confirmed | 123.13 |
| Total Potential Capacity | 380.86 |

Proposed Development Strategy

Over the plan period Birmingham will need to deliver significant levels of housing and employment growth. We believe that this should be done in the most sustainable way, ensuring that the development of new homes is matched by the provision of new employment opportunities, accessible services, high-quality environments and minimal impact on climate change. This chapter sets out the overarching framework and proposed development strategy to guide the future development of the city, ensuring that it develops in a sustainable and climate resilient manner consistent with the vision and objectives set out.

The overarching strategy

The strategy will ensure that growth is directed to, and prioritised in, the right locations to enable continued targeted investment in infrastructure and services and the optimal use of public transport. The aim is to achieve a high quality, sustainable environment which is attractive to residents, workers and visitors.

The development strategy will:

- Reduce the city's carbon emissions and create resilient and adaptive environments.
- Deliver at least 103,000 homes over the plan period, significantly increase the number of affordable homes and provide a wide choice of housing sizes, types and tenures.
- Create a strong economy through a continuous supply of land to meet modern workplaces while allocating under-used employment land in the right locations for new housing development.
- Focus growth on locations which are well served by public transport, cycling and walking infrastructure and other services and amenities.
- Maximise densities to make efficient use of land and to support more local services and facilities such as public transport.
- Promote Birmingham city centre and urban centres as a focus for retail, leisure, office, residential use and other appropriate uses.
- Encourage innovative and enduring design and support the creation of healthy, safe and accessible buildings and environments.
- Connect communities, workplaces, services and facilities via an integrated sustainable transport network which prioritises non-car modes.
- Ensure that digital infrastructure is fit for the future.
- Increase the biodiversity and greenness of the city, protect the Green Belt and improve access to open space.
- Value and conserve the city's heritage assets.

Homes and neighbourhoods

Boosting the delivery of new and affordable homes is a core objective of the plan. The plan will aim to deliver at least new 103,000 homes in Birmingham by 2042 which will include social and affordable housing and homes for specialist needs.

The strategy of the plan is to accommodate as much of the city's housing need as possible within its boundary and the constraints of its Green Belt. In order to ensure the most effective

use of land we will seek to ensure densities are maximised and improve existing housing of poor quality. A number of Growth Zones and Site Allocations will be the key focus areas of growth, delivering mixed use development with residential and employment and supporting uses.

It is not possible to achieve the levels of new housing development required by the government as the land supply within the city is limited. To meet the rest of Birmingham's housing need, options outside the city's boundaries will need to be explored.

The mix, balance and diversity of residential neighbourhoods is to be enhanced, with an emphasis on increasing choice in the type, location and level of affordable housing overall. Sustainable neighbourhoods will be supported by high quality local infrastructure and services, accessible within short journey times by sustainable transport modes. The regeneration and renewal of existing housing areas will provide a contribution to improving the housing offer and quality of residential environments available within the city.

Economy and centres

The strategy for the city economy and enterprise is to safeguard and enhance Birmingham's role as the regional capital, the largest economy outside of London, and its rising international status. Birmingham's international role will continue to be developed as an important part of its economic success, attracting inward investment and supporting the delivery of the growth agenda.

Building a strong, competitive and responsive economy is central to the growth plan and this will be facilitated by ensuring a supply of land that is available for a range of employment needs. The city's Core Industrial Areas and Peddimore Employment Site will continue to play an important role in accommodating the requirements of a wide range of economic sectors.

Outside of the Core Industrial Areas, other land in employment use will continue to be protected and the provision of accommodation for small and medium enterprises (SMEs) will be supported. Industrial land of poor quality that no longer meets the requirements of the market or business needs may be promoted for redevelopment to alternative uses.

The economic strategy seeks to support the shift away from low intensity employment towards more intensive industrial, office, service, retail, tourism, culture related employment activity. In line with the principles of sustainable neighbourhoods, the strategy promotes a more mixed-use approach with employment land uses to be developed in conjunction or near residential development.

The city's thriving network of centres will be supported as hubs for local communities and where day to day needs can be met. The priority will be to promote commercial uses within the defined centres and resist development that would undermine the strength of the network. This network comprises of the City Centre, Sutton Coldfield Town Centre, a series of Town Centres, District Centres, Local Centres and Neighbourhood Centres. Birmingham City Centre will continue to be promoted as the premier retail, office and leisure destination of the region while also contributing to the provision of significant levels of new residential accommodation.

Climate change and environment

The strategy will aim to substantially reduce the city's carbon footprint and build in resilience to the impacts of climate change. High standards of design will be expected, maximising densities, and delivering zero carbon and climate proofed development. The green and blue infrastructure network will be protected and enhanced as a vital asset to the city, supporting

enhancement of environmental and biodiversity value. Equally, heritage assets will be respected and conserved reinforcing the distinctive character of the city and its places. High quality architectural design and a strong sense of place making will be promoted.

Connectivity

The Council's climate emergency declaration has set the pace of change for our transport network which will require fundamental and rapid changes to the way people and goods move around. The Birmingham Transport Plan 2031 outlines how the city's transport system needs to be transformed to meet the challenges of the future focusing on the key areas of intervention: reallocating road space, transforming the city centre, prioritising active travel in local neighbourhoods and managing demand through parking measures.

The BLP will support and complement the Birmingham Transport Plan and Delivery Plan by ensuring development is sustainably located and designed to reduce reliance on the private car, active travel is prioritised, and that development supports the delivery of an effective, efficient and comprehensive public transport system.

The spatial distribution of growth

The spatial application of the development strategy will focus development predominantly within the existing urban area through the regeneration of brownfield land and optimisation of development densities to encourage the ongoing regeneration, redevelopment and renewal of the city. This will help to limit outward expansion; reduce travel by car; and improve the viability of public transport, local services and facilities. The overall levels of growth will reflect the capacity of the existing urban area and the existing allocations for Langley, Peddimore and Yardley Sewage Works.

Growth will be focused on several key locations; the Growth Zones and Site Allocations which will play a significant role in providing homes and jobs. Outside of these, the city will see levels of growth reflecting the historic patterns of development and land availability. The distribution of this wider growth is more dispersed and will be supported in locations in line with the strategy and policies in the plan.

The network of local centres, Housing Action Areas and Core Industrial Areas located across the city will also contribute toward the delivery of new homes, retail, office and industrial development and make a significant contribution toward the delivery of the overall levels of growth set out in proposed policy PG1. The network of centres, as set out in proposed policy EC4, will provide opportunities for a range of new development and improvements to the quality of the environment and accessibility.

The Core Industrial Areas, as set out in proposed policy EC2, will be retained in industrial use and be the focus for economic regeneration and development.

Housing growth across the city will be supported in locations in line with proposed Growth Zones and Site Allocation policies. The regeneration and renewal of existing housing areas as identified in Policy HN9, will provide a contribution to improving the housing offer and quality of residential environments available within the city.

Implementation and Delivery

Each Policy, Growth Zone and Site Allocation set out within the Birmingham Local Plan will be applied and / or delivered through a combination of mechanisms and methods to achieve their aims and objectives. These mechanisms will vary according to the type of policy being

applied, or the specific requirements of sites or areas in need of development and regeneration. These mechanisms include the following:

- **Funding:** Many development and other planning proposals will be privately funded but in some cases funding from national government, the local authority and other partner organisations such as the West Midlands Combined Authority will be used to facilitate and drive forward development proposals.
- **Partnerships:** As well as the private sector, the City Council and the development industry will work in partnership with other stakeholders and organisations to deliver planning proposals, regeneration initiatives and environmental improvements.
- **Development Management:** The development management process will be key to ensure that the quality and timeliness of development proposals, regeneration activity and environmental improvements meets the requirements, vision and objectives set out in the Local Plan
- **Community Infrastructure Levy (CIL) funding:** CIL funding is a statutory contribution made by developers and planning applicants for certain applications in particular areas which is used to help fund infrastructure projects essential to the delivery of growth and future development of the City
- **Section 106 agreements:** Alongside CIL, Section 106 agreements are part of a planning approval which ensure that development delivers on many of the policy requirements of the Local Plan including affordable housing, open space, education, flood mitigation, ecology and transport infrastructure.
- **Compulsory purchase orders (CPO):** CPOs are used by local authorities to assist in assembling land for larger schemes which is in multiple ownership. This can be a crucial tool in enabling the development of such sites to meet the wider objectives and regeneration benefits set out in the Local Plan.
- **Other local plan documents and masterplans:** These can be used to help bring sites forward and set out more detailed planning requirements to ensure the quality and timeliness of development proposals and regeneration activity in specific areas.

Policies Map

The Development Strategy and all Local Plan policy designations are set out on the Policies Map accompanying this document.

PG1 Overall levels of Growth

Introduction

The overall approach of the BLP is to support the continued growth of Birmingham which will see the city plan for significant new development to meet the needs of its growing population and ensure that it builds a prosperous economy for the future within a healthy, green and resilient environment. This policy establishes the levels and distribution of growth.

Policy PG1: Overall Levels of Growth

Over the Plan period significant levels of housing, employment floorspace, infrastructure and community facilities will be planned for. The Birmingham Local Plan will deliver:

- 103,000 additional homes by 2042
- A minimum ongoing 5-year reservoir of 67 hectares of readily available employment land
- 25 Growth Zones focussed on the urban regeneration and revitalisation of existing areas and urban extensions at Langley and Peddimore
- 92 site allocations for housing, mixed use and industry
- New retail, leisure, office developments in line with the centres policies
- New waste facilities to increase recycling and disposal capacity and minimise the amount of waste sent directly to landfill

The City Council will continue to work actively with local authorities in the Housing Market Area (HMA) to ensure that appropriate provision elsewhere is made in the HMA to meet the shortfall of 45,300 homes.

Reasoned justification

Providing sufficient homes of the right type and quality and in the most appropriate places is a key element of the Plan's vision and objectives. This also reflects the Government's housing policy detailed in the NPPF.

Birmingham is a growing city and over the plan period (2020-2042) our local housing need (taking completions into account) is 139,462 dwellings. The city has sought to maximise the level of housing supply within the built-up area of the city. A comprehensive review of land and sites available for development in the city was undertaken through the HELAA (2023). This has identified an additional capacity of 32,843 dwellings since the previous HELAA (2022).

The Plan also identifies specific site allocations which have the potential to deliver a significant number of new homes and proposes 25 Growth Zones focussed on urban regeneration and revitalisation of existing areas. This approach also directs growth to the most sustainable sites, and alongside policies which seek to optimise residential densities, will help to deliver a significant scale of residential accommodation.

A housing trajectory is included in an Appendix 4 which sets out details on the expected phasing of housing delivery over the plan period.

However, it is not possible to achieve the levels of new housing development which would be required to meet this need within the city boundary. This reflects the fact that the land supply

within Birmingham is limited. This leaves a shortfall of 46,153 dwellings. Despite creative approaches used to identify sites which may be suitable for development and changes to policy such as increased densities, the Plan will continue to be capacity led and we will be reliant on working with other local authorities within the Housing Market Area to deliver our required housing growth.

We will work with development industry partners and other stakeholders to identify opportunities to optimise the capacity of sites that are suitable for new housing, ensuring that development will be appropriately supported by infrastructure.

To meet the rest of Birmingham's housing need, options outside the City's boundaries will need to be explored. The City Council will seek to work collaboratively with neighbouring authorities to secure the development of further homes to contribute toward meeting Birmingham's housing requirement over the period to 2042. This will focus on the Greater Birmingham Housing Market Area (HMA), which comprises, in addition to Birmingham itself, Walsall, Wolverhampton, Dudley, Sandwell, Bromsgrove, Redditch, Solihull, North Warwickshire, Tamworth, Lichfield, Cannock Chase, South Staffordshire and parts of Stratford-on-Avon.

The employment land requirement is evidenced in the HEDNA (2022). This identifies an overall need for 295.6 hectares of new and redeveloped land to be made available for industrial and warehousing uses over the plan period to 2042. This will help to support the creation of almost 90,000 new jobs in the city over the same period. The main recommendation of the HEDNA to be taken forward into Birmingham Local Plan policy is a requirement for an ongoing reservoir of 67 hectares of industrial land to be readily available for development within 5 years.

The capacity of the city to accommodate this identified need is set out in more detail in the Meeting Employment Need section above. In summary it considered that there is sufficient land within the city and at the West Midlands Strategic Rail Freight Interchange in South Staffordshire to accommodate these needs, but the Local Plan will need to create a positive policy environment to support the delivery of land that has not yet been promoted by landowners or developers but which would be suitable for industrial or warehousing development over the plan period. Policies EC1 to EC3 are intended to enable this positive and supportive environment whilst also ensuring that employment development is directed to the most appropriate locations within the city.

Land for industrial and warehousing development is required in locations that are attractive to the market and can bring benefits to local residents, particularly where communities suffer from high levels of deprivation and poor access to employment opportunities. High quality transport links are also needed to enable people to access employment and to support the needs of business in accessing local, regional, national and international markets. To this end, the HEDNA also undertook a preliminary review of the city's existing Core Employment Areas and made recommendations as to whether they remain capable of meeting modern industrial needs or if they require amendment. The City Council has taken these recommendations forward into a more detailed review to define the new Core Industrial Areas, which are the locations where new industrial development are proposed to be focused over the plan period. Policies CY1-CY7 set out more detail on transport proposals with an emphasis on public transport to improve access to jobs.

The Plan's spatial strategy also includes strengthening the network of centres based on Birmingham as the Regional Centre, Sutton Coldfield as the Sub-Regional/ Principal Town Centre, a series of Town Centres, District Centres, Local Centres and Neighbourhood Centres.

Key evidence

- Housing and Economic Development Needs Assessment (2022)
- Housing and Economic Land Availability Assessment (2023)
- Gypsy and Travellers Accommodation Assessment (2024)
- Waste Capacity Study (2024)
- Sustainability Appraisal of the Preferred Options Document (2024)

Issues and Options consultation responses

CPRE West Midlands considers there to be adequate evidence to adopt a lower figure than the Standard Methodology and to challenge the additional '35% uplift' as unjustified. They were of the view that there is significantly greater housing supply than the Issues and Options paper suggests.

Alternative policy options considered

Analysis of the different approaches to increasing housing growth are set out in section 4 of this document. This includes Green Belt release, higher densities, developing on open space etc. The advantages and disadvantages of each option have been considered and the justification for the preferred way forward in relation to each of these options is clearly set out in section 4 of this document. It should also be noted that even if all the all of the options were adopted there would still be a significant housing shortfall. It's also not a case of choosing one or another but deciding which combination of options would best help deliver the number of homes we need.

The Issues and Options Document highlighted the fact that that the supply figure would be refined as the plan progresses and that the HELAA would be updated throughout the plan-making process. Through our continued urban capacity work and update of the HELAA, additional housing and employment capacity has been identified resulting in a larger housing and employment land supply than previously assessed and thereby reducing the housing and employment land shortfalls.

PG2 Place-Making

Introduction

Place making will be at the heart of the city's continued growth and evolution, ensuring buildings, streets, spaces and places are well designed to enhance the environment and enrich the lives of Birmingham's residents.

Policy PG2 Place making

All development will achieve high quality, sustainable design informed by the site's character and surrounding context. Proposals will be expected to contribute to a sense of place, deliver landscape and green infrastructure gains, create good architecture that will endure, meet the needs of users and contribute to people's well-being. New development must:

1. Adhere to the relevant spatial requirements (DM10 and HN5) and density standards (HN4) and reflect the requirements of the latest Birmingham Design Guide Supplementary Planning Document (and any subsequent revision), relevant national

- and local design guidance and codes and Conservation Area Management Plans relevant to the site.
2. Enhance local identity and sense of place through design that responds to physical, cultural, historical and socially distinct characteristics of the site and local area.
 3. Create safe environments that design out crime and encourages social interaction and natural surveillance through for example activating frontages and overlooking public spaces and streets.
 4. Create environments that are legible, accessible, permeable and well-connected to local services and facilities, especially through walking and cycling, and provide the necessary infrastructure to promote active travel and public transport use.
 5. Provide inclusive, attractive and functional streets and public realm which prioritise people over vehicles, use good quality materials, soft landscape, street furniture, lighting and signage and incorporate public art.
 6. Make multi-functional landscape and green infrastructure (GI) integral to scheme design (DM4), including Urban Greening (CE13) and measures for climate adaptation (such as tree canopy coverage and landscape-led sustainable drainage)
 7. Deliver buildings of architectural cohesion and visual interest that use attractive, robust and sustainable materials based on a well-defined rationale arising from its context.
 8. Make best use of existing buildings and efficient use of land and be sustainably designed and constructed in order to reduce carbon emissions and respond to climate change (CE1-CE6).
 9. Minimises adverse impact on natural resources and maximises the restoration and enhancement of biodiversity and the delivery of Biodiversity Net Gain (CE10 & CE11)
 10. Be inclusive, accessible and adaptable in order to promote social cohesion, meet the needs of as much of the population as possible and allow for flexibility to respond to changing circumstances over the lifetime of the development.
 11. Include measures to ensure they are well managed and maintained.
 12. Promote health and wellbeing and the creation of sustainable, healthy neighbourhoods (HN12), good levels of amenity and cultural inclusion.

Reasoned justification

The government's policy on design is clear in the NPPF: "creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities". The NPPF also sets out how planning policies and decisions should ensure that the key objectives of good design are secured and makes clear that "Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design."

Additionally, the National Design Guide establishes ten characteristics of well-designed places. It emphasises the importance of responding positively to context, creating locally distinctive character, the value of creating strong communities and responding to issues such as climate change. As part of the government's collection of Planning Practice Guidance, developments will be expected to have regard to the National Design Guide.

This strategic policy outlines the key principles that must inform and guide the design of development across Birmingham. This is supplemented by guidance in the Birmingham Design Guide Supplementary Planning Document (SPD) and any area specific SPDs, design codes and/or neighbourhood plans adopted for a given area or site.

Good quality place making and well-designed buildings and spaces are essential as the city seeks to adapt to the effects of climate change and transition to net zero carbon, whilst

continuing to be an attractive place to invest and to deliver a healthy environment for its growing population.

The diverse character of Birmingham is one of its key assets, with a range of local landscapes and townscapes. The design of development has an important part to play in reinforcing and enhancing its unique identity, creating places which are memorable and attractive. This requires an understanding of, and response to, surrounding character and a desire to enhance and innovate through the application of considered architecture, landscape architecture and urban design.

The quality of our buildings, streets and spaces, and integration of supporting infrastructure and community facilities has a significant impact on the mental and physical well-being of residents and the experience of people working in and visiting the city.

As well as accommodating sustainable and active travel, public space is an important arena for exercise, leisure, cultural involvement and socialising. With the challenge of climate change and the need to achieve biodiversity net gain, the city's green infrastructure has an increasingly important role in the design of outdoor spaces.

Birmingham's growing population needs new homes, as well as places to work, learn and play. Design has an integral role in ensuring that these places are healthy, attractive, fit for purpose and fit for the future. The need for sustainable forms of development has never been greater, with implications for the way places are designed and the resources they use.

Key evidence

- National Planning Policy Framework (December 2023)
- National Model Design Guide (July 2021)
- Development Management in Birmingham (December 2021)
- Birmingham Design Guide Supplementary Planning Document (September 2022)

Issues and Options consultation responses

- Need more emphasis on community safety in new development as well as in strategic transport priorities.
- Need flexible approach to type, size and tenure of all new housing.
- The greening of local centres is important.
- Identify derelict / brownfield sites near built-up areas with good walking routes that could be 're-greened'.
- Regenerate canals and rivers and access to them.
- More open spaces, landscaping, street trees, SuDS features, seating areas and event space within urban centres.
- Prioritise active travel movement, reallocate road space where necessary and improve cycling and walking opportunities
- Respect local character and heritage assets in the city
- Natural and historic environments can often link together to offer greater potential for enhancement of our places.
- Heritage is key to all identified development opportunities.
- More variety of things to do in centres other than shopping to encourage visitors and maintain city centre vitality and viability with a range of uses.
- Use of empty spaces above shops and upward extensions within centres maintain viability
- More youth facilities needed

- 15-minute neighbourhoods are essential

Alternative policy options considered

None

PG3 Central Birmingham

Introduction

Central Birmingham is a thriving centre for the UK economy and global investment; it is home to world-class business, professional and financial services, research and education sectors and attracts over 42million visits a year to one of the largest destination retail, arts and culture, and leisure offers in the country.

Almost 100,000 people live in Central Birmingham which is formed of vibrant and diverse living and working communities and neighbourhoods; places and spaces of commerce, making, learning and leisure; each having their own unique destinations, identities and opportunities, all supported by wider built, social, economic and natural networks.

The ongoing renaissance of Birmingham City Centre has seen tremendous change and reaped huge benefits for the city and region's economy and image. Previous strategies have focussed growth on the area defined by the A4040 Middle Ring Road, however in order to tackle new challenges and support wider inclusive growth, a larger Central Birmingham area has been identified now expanded to include adjoining inner-city areas that have historically been physically, economically and socially separated from the growth at the heart of the city.

The Council's recently adopted Central Birmingham Framework sets out the ambition, vision and strategy for the regeneration of the Central Birmingham area, identifying areas of opportunity with the potential for maximising the delivery of a range of new homes and a diverse mix of uses. To support this growth, there will be requirements for new and improved green infrastructure, active-travel routes, public transport, and social infrastructure; this will happen in the context of a wider aim of providing a high-quality, attractive, safe and resilient environment.

Policy PG3 Central Birmingham

Central Birmingham, comprising the City Heart (city centre) and surrounding areas (Central North, Central South, Central East, Central West) as identified in the Central Birmingham Framework will accommodate significant levels of new housing, commercial and leisure uses within a healthier, more walkable, greener and bio-diverse, and climate resilient environment. New development will support and strengthen the distinctive character of the sub areas within Central Birmingham, raising their overall quality, offer and accessibility. Development proposals should have regard to the analysis and vision set out in the Central Birmingham Framework and more detailed supplementary masterplans and briefs. The following areas of change will be the focus of the proposed growth.

City Heart

The City Council will continue to promote the City Heart as the focus for retail, office, residential and leisure activity to provide a high-quality environment and visitor experience. New development should make a positive contribution to improving the area's vitality and

should aim to improve the overall mix of uses. Policy EC4 deals specifically with proposals for main town centre uses.

Residential development will continue to be supported in the City Heart where it provides well-designed high quality living environments including provision of or contributions towards green infrastructure in line with Policies CE10-CE15 including street trees and soft landscape to provide healthier and bio-diverse people-focused places.

The night-time economy is of national and regional significance to the visitor experience of the city supporting jobs in the arts, culture, food and beverage, hotel and hospitality industries; the Broad Street and Southside's Chinatown and Gay Village, which are supported by Policy EC7.

Central North

The City Council will continue to promote and support the regeneration of this area as a focus for investment around the new HS2 Curzon Street Station, higher-education and hi-tech industries, and a wide range of new homes with green and community infrastructure.

The cluster of universities and colleges alongside the research and tech companies form the Birmingham Innovation Quarter (BIQ), a strong network of business, learning and research providing a vital range of growing employment opportunities. The development and growth of the BIQ will continue to be supported.

The development of office, hotel, leisure and residential uses will be supported on sites around the HS2 Curzon Street Station where they provide a positive contribution to improved active travel connectivity to surrounding areas and enhanced active frontages and integration with Eastside City Park and the Digbeth Branch Canal.

The Gun Quarter and parts of Nechells are transitioning from mostly industrial employment activity and have potential to accommodate increased residential uses where they contribute to new and improved green and blue infrastructure. A range of new and improved homes in Newtown, St Georges and Bloomsbury estates will be supported alongside improved open space and neighbourhood shopping facilities.

Central South

The City Council will continue to promote Central South as an area with rich heritage assets, major parks and gardens, alongside the development and investment of office, residential, educational, leisure and world-class sporting facilities.

New residential and mixed-use development will be supported where it facilitates or contributes towards improving public access to green and blue infrastructure within the Worcester & Birmingham Canal, Chadbrook Valley and River Rea corridors. Remodelling surrounding residential uses to facilitate the enlargement and improvement of Highgate Park will be promoted and supported.

The Hagley Road corridor will continue to be a focus for flexible commercial employment space suitable for professional services, health, education and research activities as a cluster that supports the wider role of the Queen Elizabeth Hospital and University of Birmingham in Selly Oak. New residential uses will also be supported to improve the mix of activity within the corridor.

Development and investment in facilities that improves the area's cultural, arts, sporting and historic heritage and leisure offer will be supported, including the Midlands Arts Centre,

Edgbaston Stadium, Birmingham Botanical Gardens and Moseley Road Baths. Development will be supported where it provides additional floorspace for small businesses, creative arts and tech companies in the Balsall Heath Creative Cluster.

Improved access to and quality of public transport infrastructure will be supported at Five Ways Station, and extended Metro/rapid transit routes along Hagley Road and Pershore Road corridors. The future reopening of a railway station at Balsall Heath will be explored.

Central East

The City Council will continue to promote Central East as an area with a rich heritage and unique character, rooted in a range of employment uses, and a growing diverse residential population.

Digbeth will be a focus for regeneration as development will be supported where it strengthens the area's character and protected heritage assets through renovation and high-quality designed new commercial mixed-use and residential accommodation.

Employment uses will be supported within Digbeth where they protect and provide accommodation suitable for the creative and arts industries, television and film production, spaces for makers, hi-tech industries and professional services, and community-based charity organisations. Affordable workspaces will be encouraged and supported by Policy PG4.

The Bordesley Park site provides one of the region's key new employment opportunities with over 20ha potentially available for development. This site forms part of a wider Bordesley Area Action Plan and supported by Policy GZ14.

With established residential uses in the Small Heath and Bordesley Park areas, there are major opportunities to better connect them with Digbeth where new residential development will be supported as part of mixed-use schemes and where they provide, facilitate or contribute to the provision of new and improved green infrastructure including improved access to the River Rea, Digbeth Branch Canal, Garrison Park, and Duddeston Viaduct Sky Park.

The City Council will support the further extension to Metro to support employment and residential growth, transforming connectivity for communities from Digbeth to St Andrews Stadium, Bordesley Park and beyond to Birmingham Airport.

Central West

The City Council will continue to promote Central West as an area of significant opportunity for growth for new residential uses and the Jewellery Quarter as an exemplar of heritage-led regeneration and mixed-use urban living.

At Hockley and Soho Hill, new residential development will be promoted and supported as part of a comprehensive approach to regenerating underutilised land and buildings, and removing the severance created by the Hockley Flyover.

Major mixed-use opportunities at Gibb Heath, and along the Spring Hill Corridor will be supported.

The built heritage of the Jewellery Quarter will be protected, and development proposals should be in conformity with the Jewellery Quarter Neighbourhood Plan, its aims for the Quarter to be a successful community of businesses and residents, with jewellery and designing/making at its heart. The City Council supports a creative approach to conservation and development will be supported where it meets highest quality design, and where it will

stimulate the vitality of the area by making it easier to get around. Employment uses will continue to be supported as an essential part of the historic mix of uses, and affordable workspaces will be encouraged.

The regeneration of Ladywood Estate will be promoted and supported where redevelopment includes the provision of a range of new homes, improved open spaces and community infrastructure.

The City Council will support exploring the future reopening of a railway station in Ladywood to serve the significant levels of residential growth within the Ladywood, Port Loop and Spring Hill Corridor.

Affordable workspace

Affordable workspace will be encouraged and directed into areas such as Digbeth and the Jewellery Quarter to support creative uses.

Background and justification

The City Council adopted Our City Central Birmingham Framework 2045 in May 2024 following extensive public consultation. The Central Birmingham Framework will guide the transformation of the City Centre and surrounding Central Areas into a healthier, more walkable, liveable, thriving city of green and vibrant public spaces, quality homes, jobs, commercial and leisure activity, and improved transport options. It is very much about placemaking, continuing to evolve and support education, health, digital and community facilities, and our culture, heritage and leisure offer.

This Framework identifies five key areas:

- City Heart - Bull Ring, Colmore Business District, Snowhill and Steelhouse, Southside, Town, Westside
- Central North - Eastside and Aston Triangle, Gun Quarter, Nechells, Newtown
- Central East - Bordesley, Digbeth, Small Heath
- Central South - Balsall Heath, Edgbaston, Highgate
- Central West - Hockley, Jewellery Quarter, Ladywood, Spring Hill

City Heart

Birmingham City Centre is the primary retail destination in the West Midlands Region and offers a unique blend of shopping, leisure, culture and heritage while also being the heart of Birmingham's civic functions. Recent development has seen a dramatic increase in the number of city centre residents while its central location as a major transport hub in the UK provides excellent connectivity.

Over the next 20 years, the City Centre will see major change as some building forms become obsolete and swathes of highway infrastructure can be remodelled as active travel and public transport options improve. Under-utilised areas, typically in single large-format retail uses, multi-storey and surface carparks, and outdated workspaces are ripe for transformation. Greenway linear parks will provide new green lungs in the city, and higher density mixed-use development will bring a major new residential offer alongside flexible commercial space that meets modern needs, whilst supporting higher frequency public transport options and providing critical mass for location of mobility hubs and car clubs, and provision of other local services.

There is a significant planned investment pipeline, not least including the arrival of High Speed 2 in 2029-2033. This will enhance the City's connectivity and create a new point of arrival, and act as a catalyst for development and regeneration in and around the City Centre.

City North

The Central North area is the location for the new HS2 Curzon Street Station, providing opportunities for development just 38 minutes from central London. The extension to the Metro will provide fast tram connections to Digbeth, Edgbaston, New Street Station and through the West Midlands to Wolverhampton – it will be one of the best-connected places in the region. There is significant development potential immediately around the new station, and with high quality walking, cycling and public transport connections, there will be a once in a generation opportunity to bring forward wider areas for investment – in new employment spaces, new homes, new leisure, cultural and education facilities.

The Birmingham Knowledge Quarter (BKQ) is one of the fastest growing digital technology and research clusters in the UK, with over 170 companies based there. Closely linked to both Aston University and Birmingham City University (BCU), the BKQ continues to grow with the recently completed STEAMhouse delivered by BCU and providing over 9,000sqm of floorspace supporting the local business community. In addition, the Enterprise Wharf development delivered by Bruntwood provides over 11,000sqm of bespoke and smart technology enabled facilities to further support the burgeoning digital technology industry in the area. The shared vision for the BKQ is for it to become 'a global hub for research, learning and technological advances'.

The neighbourhoods of Nechells and Newtown are located immediately to the north of the city centre and are mostly residential interspersed with industrial, commercial and community uses. The Bloomsbury and St George's estates are some of the city's largest post-war housing developments and are home to a diverse population with a strong sense of community. The Gun Quarter has historical significance as the centre of the gun making industry from the 1700s to the early 1900s; today it is a mostly industrial area that has seen increased residential development over the last decade and is a key area for change in the city over the next twenty years.

Central South

Central South Birmingham is an area of contrasts from the leafy tree lined streets, town houses, and conservation area of Edgbaston to its world leading sports, cultural, medical and research institutions, such as Edgbaston Cricket Ground, and the Birmingham Botanical Gardens, and important heritage and cultural assets in Balsall Heath, such as the Moseley Old Baths, Ort Gallery, Old Printworks, and Calthorpe Park..

The area has a wide range of opportunities for growth and investment ranging from the mixed-use opportunities at Five Ways and within Edgbaston Village to the opportunities for SMEs and arts and cultural businesses along the Moseley Road corridor in Balsall Heath. Edgbaston Cricket Ground is not only a venue for top level international sport but is being developed as a mixed-use destination that will combine elite sport, conferencing and events with community uses that will improve health, social care, education, employment and social cohesion in the area. The University of Birmingham, Queen Elizabeth Hospital and the Women's Hospital to the south of the area are major centres for research and life sciences and this has increased demand for such uses within the South area at sites such as Pebble Mill.

Central East

The Central East area has the potential to see accelerated growth in start-ups, creative industries, crafts and arts, hitech businesses, television and film, and social enterprises. . The next decade and beyond will see further transformation of the Central East area as the arrival of HS2 at Curzon Street Station, the BBC's new broadcast centre at the Tea Factory and the Digbeth Lock film studios at Warwick Bar accelerates demand for new commercial space and homes. The richness and diversity in the history and culture of Digbeth's physical environment, extends to the neighbourhoods of Bordesley Green and Coventry Road where together, major opportunities as a thriving living, working and visitor destination of choice are being realised. The areas of Bordesley Green and Small Heath have struggled with persistently high rates of worklessness, poor health and poverty. Through the East Birmingham Inclusive Growth Strategy, the Council is committed to making sure that the benefits of growth are shared more fairly, providing new opportunities for local people to change their lives.

Central West

Central West encompasses the city's famous Jewellery Quarter, as well as the inner-city residential and mixed-use neighbourhoods of Ladywood, Spring Hill, Gib Heath and Hockley. It is a diverse, vibrant, historic and characterful part of Birmingham. Looking to the future, it will be vital to continue supporting its burgeoning creative sector, protecting its historic significance whilst accommodating the city's growth needs for housing and jobs, improving connections to and around the area, and bringing forward major regeneration projects that bring about socio-economic benefits in its more deprived areas.

The Central West neighbourhoods are not only a growing part of Central Birmingham, they are also well connected to the adjoining borough of Sandwell with frequent services on strategic bus routes and Metro stops, connecting to the centres at Dudley Road and Soho Road, on to Smethwick West Bromwich and beyond to Wolverhampton. Whilst there are a range of developments underway across the Central West, there is still room for a major pipeline of new homes and business spaces for the decades ahead.

Evidence

- Birmingham Development Plan 2017
- Birmingham Transport Plan 2021
- Our City Central Birmingham Framework 2045, May 2024
- Birmingham Local Plan Issues and Options Consultation, October 2022
- Birmingham Retail and Leisure Needs Assessment, July 2023
- Bordesley Park Area Action Plan, January 2020
- East Birmingham Inclusive Growth Strategy, February 2021

Issues and Options Consultation Responses

There were 57 individual comments relating to centres during the Issues and Options consultation. The key issues raised were:

- A more innovative approach to centres is required, that recognises the different roles that each centre can play. Unique sectors in centres can have benefits for wider areas.
- Alignment with Our Future City Plan.
- Retail viability and the number of vacant units in some High Streets is a concern.
- Need a greater diversity of uses and retail mix, including higher end chains and independent retail as well as residential, hotels, co-working, education, childcare and community facilities.

- Improvements are required to sustainable transport modes including provision for electric vehicles.
- Public spaces and crime/safety need improvement (including additional staff and street wardens).
- Night-time economy uses are important to the economy of centres, but the night-time economy needs to be managed. Public houses, theatres, music venues and night clubs are important community facilities which should be protected.
- Concern about residential uses being permitted close to existing entertainment venues.

Growth Zones

Introduction

The purpose of the Growth Zone policies is to ensure a strategic approach to regeneration and redevelopment in these areas which are likely to see the most significant transformation. This chapter sets out the overarching framework and guiding principles for the proposed Growth Zones shown. Each Growth Zone has a proposed policy which also cross references to a series of proposed site allocations for that area. Policy SA1 and its corresponding Appendix 1 set out the site allocation details.

In addition to Langley and Peddimore SUEs, 26 Growth Zones have been identified and are set out in table below. These zones are capable of delivering significant quantities of homes and employment for the city. The table below sets out their estimated capacity. Overall, a mixed-use approach is promoted in the Growth Zones, with the objective of creating vibrant self-sustaining communities served by commensurate social and physical infrastructure.

| Policy | Growth Zone | Capacity of Site Allocations within Growth Zone (dwellings unless otherwise stated) | Total HELAA housing capacity within Growth Zone (dwellings) |
|---------------|---|--|--|
| GZ1 | Park Birmingham | 2,000 | 2,096 |
| GZ2 | Western Gateway | 1,226 | 2,926 |
| GZ3 | Nechells | 554 | 5,668 |
| GZ4 | Curzon Gateway | 3,520 | 3,840 |
| GZ5 | Gun Quarter | No allocated sites | 1,874 |
| GZ6 | Snow Hill | 200/111,500sqm | 203 |
| GZ7 | Newtown | 2,287 | 2,404 |
| GZ8 | Hagley Road Corridor | 3,326 | 3,529 |
| GZ9 | South Edgbaston | 543 | 918 |
| GZ10 | Rea Valley Urban Quarter | 5,456 | 9,234 |
| GZ11 | Ladywood Regeneration Initiative | 5,200 | 5,778 |
| GZ12 | Digbeth | 7,007 | 10,147 |
| GZ13 | Bordesley Park | 259 | 418 |
| GZ14 | Hockley and Soho Hill | 1,984 | 2,017 |
| GZ15 | Gib Heath | 662 | 662 |
| GZ16 | Villa Park and Witton | 672 | 775 |
| GZ17 | Perry Barr | 2,600 | 2,642 |
| GZ18 | Greater Icknield | 3,323 | 4,273 |
| GZ19 | Sutton Coldfield Town Centre | 751 | 885 |
| GZ20 | Longbridge | 1,425 | 1,630 |
| GZ21 | Northfield | 100 | 122 |
| GZ22 | Selly Oak | 392 | 478 |
| GZ23 | Erdington | 200 | 238 |
| GZ24 | Tyseley Environmental and Enterprise District | 4.83 ha / 37,100 sqm industrial | 49 |
| GZ25 | Washwood Heath | 24 ha / 110,000 sqm industrial | 109,104 sqm |

| | | | |
|-------------|-------------------------------------|--------------------------------|-------|
| GZ26 | Langley Sustainable Urban Extension | 6,000 | 6,000 |
| GZ27 | Peddimore | 71 ha / 386,809 sqm industrial | 0 |

The third column shows the capacity of the Site Allocations within each Growth Zone. In addition to the Site Allocations, there are other HELAA sites. These include sites under construction, sites with planning permission not yet started and sites that fall outside the allocation criteria e.g. small sites.

The Langley and Peddimore allocations will be carried forward from the BDP with minor factual updates proposed. For continuity, their policy reference will remain the same.

In addition to the housing and employment land supply within the Growth Zones, there are 9 proposed site allocations outside the Growth Zones. These are detailed in Policy SA1.

How have the Growth Zones been identified?

The Growth Zones have been identified and informed by the local plan evidence base including the urban capacity study, site availability assessments, sustainability appraisal, existing and emerging area frameworks, officer knowledge and an understanding of the opportunities and constraints that exist. The key principles guiding the identification of the growth zones have been:

- A focus on brownfield land and regeneration and optimisation of development densities;
- Capability of delivering significant quantities of homes and employment for the city;
- Locations which are (or will be) well served by public transport, cycling and walking infrastructure and other services and amenities; and
- Clusters of identified development opportunities.

General overarching principles for the Growth Zones

The Local Plan will contain thematic policies applicable to all development across the city. The following high-level Growth Zone principles will help to provide an overarching framework for the Growth Zones. Development within the Growth Zones should:

1. Be of the highest architectural quality ' and make best use of land
2. Be developed in accordance with relevant design codes, masterplans and phasing plans to ensure that adequate social and physical infrastructure is delivered in tandem with development.
3. Ensure good permeability and connectivity to surrounding neighbourhoods and public transport infrastructure.
4. Support active travel through the provision of high-quality walking and cycling routes and improve health and wellbeing.
5. Support the transition to net zero carbon and improve climate resilience, explore innovative approaches to energy efficiency, conservation and the use of renewable energy.
6. Integrate greening and biodiversity measures including the provision of high-quality open space and improve access to nature and open space.
7. Enhance river corridors and canal settings to increase the wildlife and amenity value of watercourses and maximise the opportunity of waterfront development.

Growth Zone policies

Each Growth Zone has its own detailed area-specific policy. The Growth Zone policies set out a vision for the area, appropriate land uses, scale and location of new development, key routes, open spaces, and key infrastructure requirements. Each Growth Zone policy is accompanied by an illustrative plan.

The Growth Zone policies align with the objectives of the Local Plan and should be read in conjunction with other policies in the Local Plan, including the Development Management in Birmingham Document.

The implementation of the Growth Zones may be supported by existing and emerging non-statutory masterplan frameworks or Supplementary Planning Documents to facilitate a co-ordinated and comprehensive approach to the regeneration of the zone.

GZ1 Park Birmingham

Introduction

Over the plan period key parts of the City Centre will see major change as under-utilised areas, including outdated large-format retail buildings, office workspaces and highway infrastructure are remodelled to deliver comprehensive redevelopment. Greenway linear parks will provide new green lungs in the city, and higher density mixed-use development will deliver major new residential properties alongside flexible commercial space that is capable of meeting modern and future needs.

Vision for Park Birmingham Growth Zone

By 2042 Park Birmingham will provide high quality city living with a diverse mix of activities and spaces within an accessible, safe, resilient, and attractive environment. There will be a greener, safer environment that is more welcoming and offers greater flexibility for activities such as work, leisure, events, play and café-culture; all of which are essential ingredients for modern urban interaction. A transformation of the northern area of the retail core encompassing 4 hectares at Martineau Galleries will reposition the city's commercial and residential offer, maximizing its location on the doorstep of HS2 Curzon Station. Curzon promenade will provide a positive new entrance to the city from HS2 as well as a better setting for the historic Moor Street Station. A new destination green space for the city will transform High Street and Dale End, connecting St Phillips Square to Moor Street Queensway, and Rotunda Square to Priory Queensway. The park will become the focus for surrounding development, providing a desirable address for office, retail, leisure, and hotel uses. Significant new residential activity will help to bring Park Birmingham to life as a new quarter of the City Heart.

Background and justification

City-centre living has increased over the last 20 years and there are significant further opportunities to repurpose older retail-focused blocks in the City Heart that are no longer fit for purpose and are becoming ripe for redevelopment. Re-allocation of highway space is also unlocking the potential of under-utilised buildings and sites. Residential led redevelopment at high density can create new sustainable and accessible places, greenspaces and facilitate new and more modern formats of commercial space. This in turn will lead to more active streets and squares.

The 25-year City of Nature Plan (2022) is changing the way we manage the city's natural environment, including our parks and green spaces. The City of Nature Plan will deliver an expanded network of green and blue (water based) spaces, helping to build climate resilience, support natural habitats, biodiversity recovery and address inequalities of green space access in the city. The development opportunities within the Park Birmingham Growth Zone have the potential to deliver upon these aspirations.

The growth zone is currently predominantly retail in nature along with several hotels. The Grade II listed Rotunda tower at the Bull Ring contains private apartments, but apart from that this there is very little residential accommodation. Furthermore, a lot of upper floors above shops are currently vacant or underutilised. There is potential for significant regeneration opportunities over the plan period to reconfigure existing uses and deliver a wide range of residential development within the Growth Zone. Redevelopment also provides opportunity for better connectivity between New Street and the eastern entrance of Grand Central off Smallbrook Queensway.

A masterplan will be prepared by the Council which will set out a series of development parameters and design principles to ensure a comprehensive approach to the area is taken. This will align with the new design codes and the findings of the 2023 Retail and Leisure Needs Assessment (or future updates) which reviews the future commercial floorspace and occupier needs. Land assembly opportunities will be identified and a partnership approach will be required to help deliver Park Birmingham. Other delivery routes will be considered in the options appraisal work for the Masterplan work.

Policy GZ1 Park Birmingham Growth Zone

Park Birmingham will be a focus for high quality retail, office, leisure and residential development.

The creation of a new significant green space and enhanced public realm linking Cathedral Square, Martineau Galleries and the Bull Ring will be supported where it enhances the quality of the environment, increases climate resilience and improves pedestrian connectivity.

Development proposals must contribute towards the creation of an exceptional visitor experience and offer a diverse range of uses within a high-quality environment. This will be achieved through S106 agreements and CIL payments where appropriate and viable.

The growth zone has the potential to deliver:

- At least 2,100 new homes;
- At least 117,500 sq.m. of commercial/leisure space, and;
- A large new green space and improved public realm

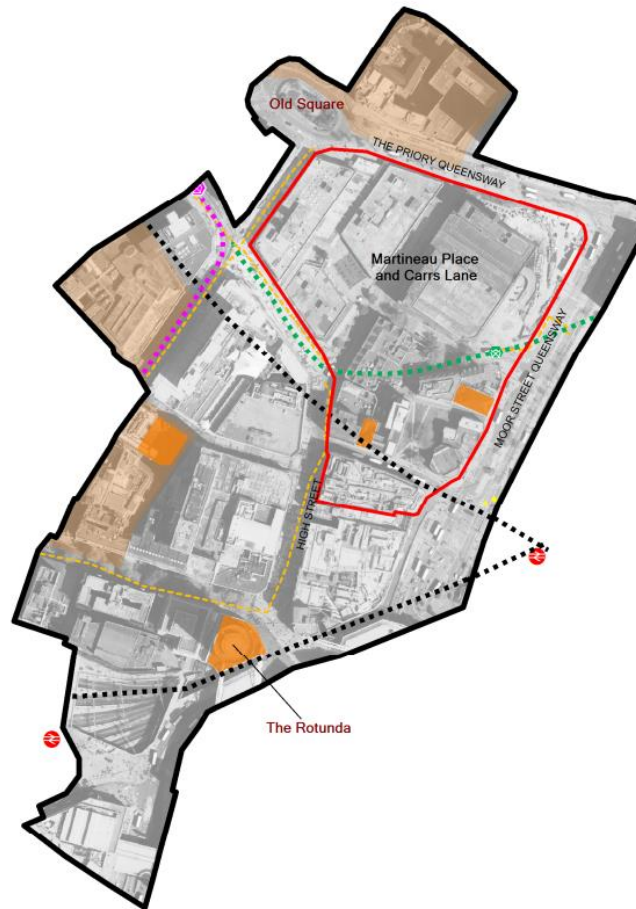
Key infrastructure requirements

- A large natural public space and public realm bounded by New Street, High Street, Corporation Street/Union Passage, and the Martineau Galleries development.
- Reallocation of highway space throughout the growth zone to enable redevelopment opportunities and more varied and active public realm.

Proposed site allocations within Park Birmingham Growth Zone

1. Martineau Place and Carrs Lane

Park Birmingham Growth Zone



NORTH
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| KEY | | | | | |
|-----|------------------------------|--|--------------|--|-----------------------|
| | Growth Zone Boundary | | Local Centre | | Metro Extension |
| | Site Allocations | | Cycle Routes | | Metro Extension Stops |
| | Conservation Areas | | Rail Line | | |
| | Statutorily Listed Buildings | | Metro Line | | |

GZ2 Western Gateway

Introduction

The Western Gateway Growth Zone is located to the west of Birmingham's city core, and has strong links to the retail, cultural and civic heart of the city, as well as the lively Southside and Westside districts. It is home to several of the city's commercial attractions including the Mailbox and Gas Street Basin. However, the area is divided by the A38 Queensway, which passes through the area largely as a flyover. This limits permeability for non-vehicular transport modes and forms an unattractive barrier to pedestrians.

Vision for Western Gateway Growth Zone

Unlocking major development opportunities will reconnect pedestrian links between Westside's canals and the city centre retail core. Remodelling Suffolk Street Queensway will be a catalyst for change as it becomes a tree lined Greenway, with a focus on public transport and active travel routes. Ambitious proposals will bring together several major redevelopment opportunities to transform underutilised space and buildings; this will deliver high density residential and commercial development connected by new streets and squares, and a reactivated canal frontage between Gas Street Basin and the Mailbox.

Background and justification

The A38 Queensway currently forms a major barrier to pedestrian movement around the Growth Zone. The Birmingham Transport Delivery Plan proposes for the remodelling of the A38. This will enable the delivery of green infrastructure and improved pedestrian and cycle routes, removing the significant barrier to pedestrian movement currently created by the Queensway flyover. This aspiration forms a wider vision to improve connectivity in the city centre where more streets are prioritised for pedestrian, cycling and public transportation modes, so that these become the standard and most attractive forms of transportation. As the area is located between two prosperous parts of the city centre, the Growth Zone is a key location to deliver this vision. Opening up routes along Holliday Street to and from New Street Station and to and from Centenary Square along Bridge Street will be important in improving the legibility and connectivity of the Growth Zone.

There is potential for sites along the remodelled Queensway to provide a mix of commercial and residential development at high densities. The area will also be capable of expanding upon its current offer of entertainment venues, bars, nightclubs, hotels, and restaurants, where these will be compatible with new residential development.

The canal is a designated SLINC and wildlife corridor, and so development here should enhance its role as a natural corridor, by providing greenery along the boundaries and towpaths. Opportunities to provide new pedestrian access and crossings over the canal will be identified in a future masterplan for the Growth Zone, and funding for these will be secured through S106 agreements and other funding sources.

The northern parts of the Growth Zone centred around Hill Street and Navigation Street, are dominated by operational railway infrastructure, most notably the branching lines into New Street Station. This presents significant difficulties in bringing forward viable development proposals in close proximity to the railway, and the existing voids down to the tracks are required to be preserved due to operational and maintenance requirements for Network Rail, as well as for emergency access. Ongoing engagement between the Council and Network Rail will be undertaken to understand the long-term requirements for the voids and agreeing viable options in bringing forward development options within this area.

Policy GZ2 Western Gateway Growth Zone

The Western Gateway Growth Zone will provide:

- At least 3,000 residential units
- At least 180,500 sq.m. office floorspace
- At least 10,300 sq.m. commercial/leisure floorspace

Development proposals in this Growth Zone will be supported where they:

- Assist in improving connectivity and pedestrian movement between the Birmingham Canal Old Line through Suffolk Street Queensway eastward to the city centre and Southside.
- Provide landmark buildings and/or high quality design features at prominent locations (particularly fronting the station main entrances) in order to create a high quality public realm.
- Provide active frontages, greenery or public open spaces onto Suffolk Street Queensway, in anticipation of later delivery of a green corridor and new pedestrian route.
- Provide active frontages onto the canal towpaths and Gas Street Basin.

A masterplan for this area will be prepared which will identify opportunities for new pedestrian connections and public realm improvements, as well as new crossings across the Birmingham Old Line Canal. Remodelling of Gas Street Basin will also be supported where increased capacity for canal boat mooring can be provided. Major development proposals in the Growth Zone will be expected to contribute towards these wider improvements through S106 agreements as well as CIL.

Key infrastructure requirements

- Downgrading and remodelling of Suffolk Street Queensway to enable better east-west connections and the provision of new green infrastructure
- Improvements to the canals, including more green infrastructure provision, installation of new canal footbridges (identified in a future masterplan) and public realm improvements and remodelling of Gas Street Basin (in partnership with the Canal and River Trust).
- Working with Network Rail to enable viable developments in the vicinity of New Street Station and the railway voids around Hill Street and Navigation Street.

Proposed site allocations within Western Gateway Growth Zone

1. Suffolk Street Queensway
2. Former Axis Building
3. The Wharf, Gas Street Basin
4. Town Hall Car Park

Western Gateway Growth Zone



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KEY

| | | |
|------------------------------|---|---------------|
| Growth Zone Boundary | Public Green Space | Rail Line |
| Site Allocations | Nature Recovery Network - Core Habitat Zone | Metro Stops |
| Night Time Economy Zones | Canal | Metro Line |
| Statutorily Listed Buildings | Cycle Routes | Major Highway |

GZ3 Nechells

Introduction

With opportunities unlocked by the arrival of HS2 at Curzon Street this area of the city will become a focus for growth. The Bloomsbury estate and Duddeston area is home to many families and a young, diverse community, with the potential for more homes to be provided. At present there is a separation between the residential areas and the employment uses, but a changing landscape is emerging in the historically industrial area, where sites, such as the Gas Works, are being cleared ready for a new generation of employment and residential activity. This will allow for the creation of a new area in the city known as Heartlands with the potential for a greater mix of uses, tapping into a location just 15 minutes' walk from HS2, allowing for the delivery of a truly sustainable community.

Vision for Nechells Growth Zone

Heartlands will provide a wide range of homes that meet different housing needs alongside new and remodelled employment spaces, supported by enhanced green, sporting and community infrastructure. The area will be reinvigorated by utilising cleared and underdeveloped sites, including the former Nechells gas holders' site, and the opening-up the eastern side of the Birmingham Fazeley Canal. This will transform the environment with new green infrastructure, active travel routes and higher density residential and co-located employment spaces, Heartlands will be supported by promoting new green technologies for running homes, schools and businesses.

Through working with residents and the wider community, the existing Bloomsbury Estate and Duddeston residential area will be reimagined to look at opportunities for providing new and improved affordable and social rent homes. Open spaces will be enhanced so they provide spaces for all, and new shopping facilities delivered that better serve the community. An enhanced Duddeston Railway Station will act as a gateway to the area and improvements to pedestrian and cycle linkages, along with public transport investment, will help to ensure communities can access opportunities throughout the city.

Background and justification

Heartlands

The area identified as Heartlands currently houses a range of employment uses and businesses with the demolition of the Gas Works, there is a key opportunity to transform Heartlands into an area of mixed residential and industry, commercial and employment uses, providing a sustainable mix of homes and jobs. Following a review of the Core Employment Areas (CEA), it is proposed that the CEA designation in this area is deleted. However, active industrial uses, in high quality premises, will be protected under Local Plan Policy EC3.

The Council will work actively with businesses in the area to understand their long-term needs and where necessary explore opportunities for relocation to deliver the vision for Heartlands. Through encouraging a greater mix of uses in the area, such as research and development, any conflict between traditional industrial uses and residential can be avoided.

It is proposed that there is a mix of residential and commercial uses in this area in to deliver a truly sustainable new neighbourhood that builds on the strong connectivity to the city centre and relationship with the Knowledge Quarter. High density residential uses will be prioritised along the canal to maximise' waterside living and to support the transformation of the canal to a highly accessible and desirable asset.

The Birmingham and Fazeley Canal is one of the most iconic stretches of the canal in the city, heading north-east in a straight line from the edge of the Aston Triangle towards the landmark “Spaghetti Junction”. The canal offers a major opportunity to provide green infrastructure to redevelopments within the Heartlands, The canals through the Central North area also provide routes for walking and cycling for commuting and leisure.

Residential developments on sites closest to the city centre are expected to deliver high density schemes, with a reduction in density as sites move further away from the ring road. This approach is in recognition of the strong connectivity the Heartlands area benefits from, especially following the delivery of improvements proposed within this policy to pedestrian and cycling routes to the city centre.

New commercial developments, such as offices or research and development will be supported within Heartlands, especially in the area along Dartmouth Middleway as this would provide active frontages to the ring road and act as an extension to the Knowledge Quarter, providing high quality accessible jobs for the communities within this area of the city. This will also help to optimise the land in Heartlands and help diversify the local economy away from industry. Proposals for mixed use schemes that delivery both high quality workspaces along with desirable places to live will be supported.

The Council will work with partners to attract and retain businesses that focus of green technology.

New commercial uses will be expected to be of high-quality sustainable design, provide active frontages that prevent areas becoming inactive in the evenings and at weekends. The design and integration of new commercial development is crucial in developing an area of the city where commercial uses and residential uses collocate in harmony. The Nechells Wellbeing Centre is centrally located but is currently isolated from the existing community it serves. The redevelopment of the surrounding area for residential, including new public open space, will provide a better setting for this facility, placing it in the centre of the eco-town. This will provide a focal point that brings the communities of the Heartlands, Bloomsbury Estate and Duddeston together. Opportunities for the inclusion of the wellbeing centre as part of a comprehensive scheme may be considered if the proposal can demonstrate an improved facility will be delivered as part of the development.

Opportunities to enhance the arts and culture offering within the area will also be explored with partner organisations.

The Heartlands area includes the allocation of two Gypsy and Traveller sites. Any proposals that would impact of these sites will need to demonstrate accordance with Local Plan Policy HN10 and find suitable alternative locations.

Bloomsbury Estate

The Bloomsbury Estate sits at the heart of Nechells and is partly managed by Bloomsbury EMB (Estate Management Board), managing around 650 social housing properties on behalf of the City Council. There are opportunities within the estate to make better use of the open spaces, car parks and layout of the housing.

The Council will work with communities to explore ways to improve their neighbourhoods. The area includes two site allocations that could come forward in the short to medium term – Nechells Community Centre which has permission for residential, but has not yet been delivered

and Nechells Police Station, which if it becomes vacant, could provide an opportunity for a landmark redevelopment in the area.

There are no designated local centres within Nechells. Opportunities will be explored to identify suitable locations for new and improved supermarket convenience shopping to provide greater choice, alongside other shops and services needed by the community. Both the existing cluster of shops have identified as site allocations to deliver a mix of commercial uses with residential above. Any new retail and community facilities and location of a new local centre should also consider the potential long-term rise in residential population within the area.

There are several parks and open spaces throughout the residential areas which fulfil a number of roles, including providing amenity space for communities, space for nature and helping to address the urban heat island effect. There are opportunities to review how these spaces work and investigate any changes or remodelling that could be made to ensure the best use of land and deliver green spaces that meet community's needs. The redevelopment of some of the industrial space for residential and other uses will provide an opportunity to deliver new green and integrated green infrastructure.

Duddeston

Duddeston railway Station has potential to better serve residents, and to help meet the needs of workers accessing Duddeston employment area. Opportunities will be developed to transform the quality and safety of walking and cycling connections to the station from the surrounding areas, particularly the Ring Road crossing, to improve connections to the Knowledge Quarter (Local Plan policy GZ4).

The area running along the railway line, (used by Network Rail as a maintenance depot), does not provide a high-quality environment. The locally listed Former Duddeston Wagon Works lack a positive use. There is potential to bring forward a creative re-use for the listed building. Uses such as a food hub, creative workspaces, supermarket and other retail could help bring life to the existing shopping area and meet wider local needs. . Options for further bus priority schemes or, in the longer-term Metro, along the A47 Nechells Parkway will be developed aiming to transform connectivity from the City Centre to Aston University/Knowledge Quarter, Bloomsbury estate and wider Nechells area. The proposed Heartlands development will see significantly increased residential and employment activity, generating increased demand for public transport options.

Masterplanning

Detailed masterplans will provide the delivery strategy for providing a mix of residential and employment space. Opportunities to expand the Innovation Birmingham campus to the north will also be explored with careful master-planning and phasing of development of Heartlands to allow for investment in remodelling, or relocation, of appropriate existing businesses The City Council will lead and develop partnerships with key landowners and other stakeholders to promote high standards of sustainable development, building methods and micro-energy projects.

Future masterplans will consider the relationship between Heartlands, Duddeston and Bloomsbury to ensure a holistic approach to delivering improved transport connectivity and community infrastructure to maximise the opportunities for providing a new local centre, improved community facilities, new family and affordable homes, together with a connected network of green infrastructure, sports and leisure facilities.

Policy GZ3 Nechells Growth Zone

Heartlands

- Heartlands will deliver around 4,000 new homes along with new and improved employment land, commercial developments and workspace.
- The area along the canal will be prioritised for housing redevelopment to create a better environment and provide opportunities for improved access.
- The Canal network will be utilised as an Active Travel Corridor and development fronting the canal will be expected to contribute to the delivery of improvements to and along the canal.
- The potential to use the canal for renewable energy generation will be supported
- The area along Dartmouth Ringway will be prioritised for high quality commercial development, including offices and research and development. The Council will work with partners to attract businesses that focus on green technology, building on the connections with the Knowledge Quarter.
- Existing high-quality industry will be protected under Local Plan Policy EC3.
- The potential for mixed use schemes that deliver commercial on the ground floors and residential above will be supported where they delivery high quality living and working spaces.
- Proposals for live work and other development types that deliver the colocation of residential uses and employment will be supported where they accord with other Local Plan policies.
- New commercial developments will need to be of high-quality sustainable design, provide active frontages and be developed in a way that ensure integration with surrounding existing and potential residential uses.
- The creation of new public squares, green spaces and incorporated green infrastructure will be required throughout the heartlands area to provide a high-quality living and working environment.
- Nechells Wellbeing Centre will be protected and enhanced in recognition of the role it plays in serving the surrounding community unless it can be demonstrated that a new proposal will deliver an enhanced facility as part of wider comprehensive scheme.

Bloomsbury Estate and Duddeston Housing Action Area

- Bloomsbury Housing Estate will be transformed in line with the policy approach set out in the Local Plan policy HN9.
- Opportunities for homes to be improved, including measures such as retrofitting to deliver better energy efficiency will be supported.
- New homes will be delivered in the area through the redevelopment of existing housing stock and the development of underused land in consultation with existing residents.
- Improvements to the retail offer in the area will be encouraged, particularly the provision of a new supermarket to ensure that existing and new communities have better access to affordable fresh food.
- Any proposals that impact on existing community uses will need to demonstrate how these facilities will be re-provided and/ or enhanced as part of the redevelopment.

- Opportunities for a bus priority scheme or Metro Route along the A47 will be developed in line with Local Plan Policy CY4, better connecting this area of the City to the City Centre and Beyond.
- The proposals for a linear park along Jennens Road will extend along into the heart of Nechells providing a direct, wide walkway connecting HS2 via the Knowledge Quarter to the Bloomsbury Estate, Duddleston and Heartlands.
- There is an opportunity for an enhanced open space at the centre of the four schools in the Duddleston area, working with these schools to provide facilities that meet the community's needs. (Heartlands Academy, St Vincent's Primary, St Matthews Primary and the new secondary school on Barrack Street).
- Opportunities will be developed to transform the quality and safety of walking and cycling connections to Duddleston Railway Station from the surrounding areas, particularly where crossing the Ring Road, to improve connections to the Knowledge Quarter (Local Plan policy GZ4).
- The locally listed Former Duddleston Wagon Works will be brought back into use, supporting the existing shopping area and provide a use that meets wider local needs including uses such as a heritage attraction, creative workspaces or retail, hospitality and market uses.
- The redevelopment of Nechells Police Station should be redeveloped as a landmark building for residential with active uses on the ground floor. Consideration could be given to the inclusion of the surrounding residential uses to deliver a comprehensive scheme.

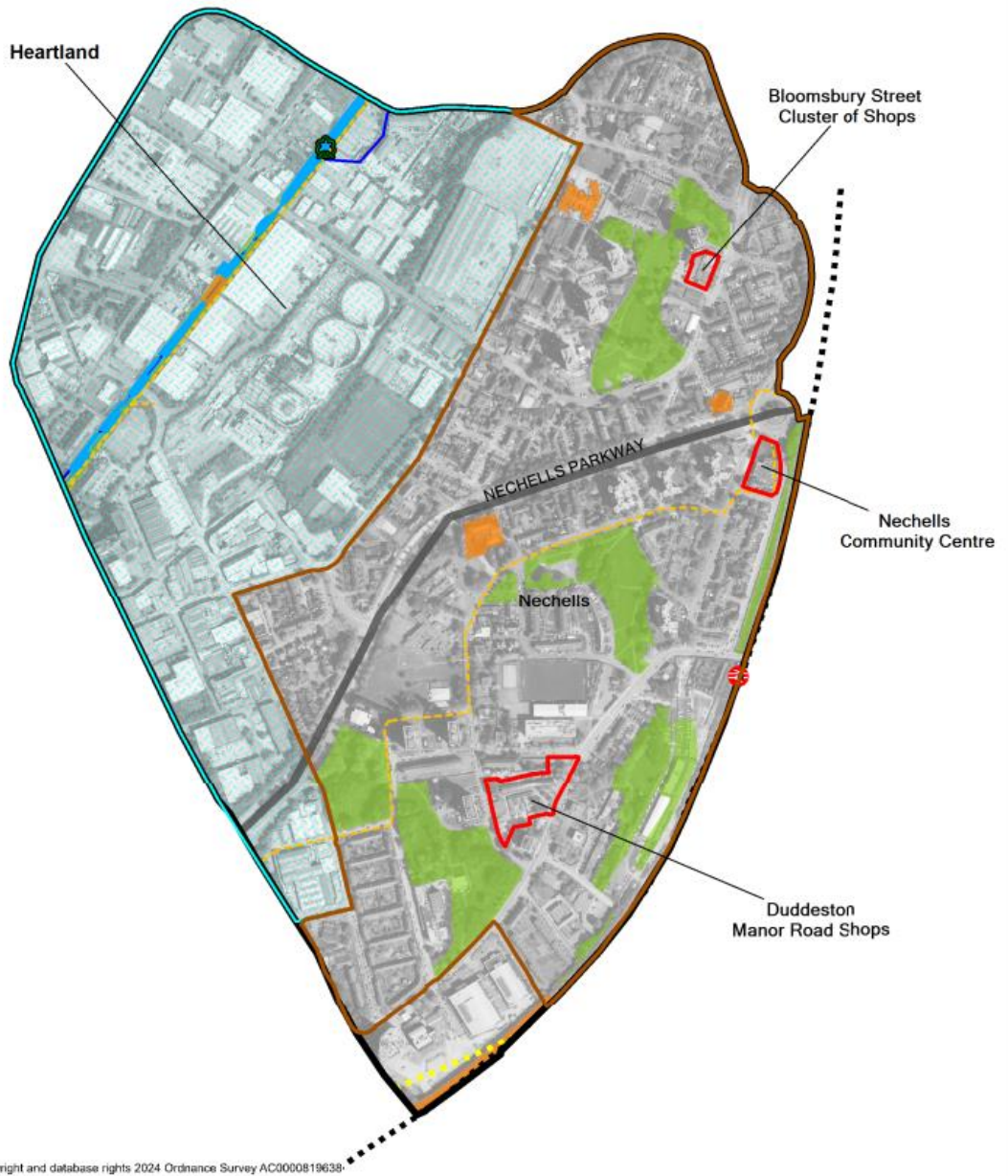
Key infrastructure requirements

- Investment in Duddleston railway station
- Rapid Transit A47
- Nechells Link
- Local Centre investment and new supermarket
- Enhancements to the canal and access to the canal

Proposed site allocations within Nechells Growth Zone

1. Nechells Community Centre
2. Duddleston Manor Road Shops
3. Great Bloomsbury Street Cluster of Shops

Nechells Growth Zone



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| KEY | | |
|-----|----------------------|--|
| | Growth Zone Boundary | |
| | Site Allocations | |
| | Housing Action Area | |
| | Opportunity | |
| | | |
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4.

GZ4 Curzon Gateway

Introduction

The Curzon Gateway Growth Zone is located to the east of Birmingham City Centre and encompasses several educational institutions such as Aston University and Birmingham City University (BCU) as well as Millennium Point, which houses a business incubator, science and technology museum, educational facilities and exhibition spaces. With the construction of the new Curzon Street HS2 Station, the Growth Zone will be a national gateway into the city and has significant potential to deliver major housing and employment growth supporting this area's burgeoning knowledge and technology sector.

Vision for Curzon Gateway Growth Zone

Curzon Gateway will be Birmingham's new high-density, interconnected district, a place embracing innovation, inspiration and creativity while offering improved connectivity and mobility. The arrival of HS2 at the new Curzon Street Station and the extension of the West Midlands Metro into the heart of the area will begin a new dynamic era of change. To capitalise on this opportunity, the Curzon Gateway Growth Zone will bring together several development sites, focussed around Eastside City Park. Sites alongside the new station and fronting the Digbeth Branch Canal will become available for development prior to the opening of HS2. The Millennium Point site, the adjacent multi-storey car park and surrounding under-utilised spaces also present key redevelopment opportunities to deliver the aspirations for this Growth Zone.

Background and justification

Curzon Gateway is currently identified in the Birmingham Development Plan as part of the city's Eastside Quarter, which has experienced significant regeneration since the 1990s, transforming a declining industrial area into a mixed-use neighbourhood with a focus on creative industries, educational establishments and technological innovation. The downgrading of Moor Street Queensway, once part of the city's inner ring road, in the early 2000s significantly improved connectivity between Eastside and the city core, making the area much more accessible to pedestrians and unlocking its redevelopment potential. The area now hosts the Royal Birmingham Conservatoire, the 'Think-Tank' museum at Millennium Point and Eastside City Park, one of the city centre's largest green spaces, alongside major residential schemes at Eastside Locks and Masshouse.

In recent years, Curzon Gateway has received significant levels of both private and public funding in order to deliver interventions and projects linked to integrating HS2 with the wider area. Over £60m worth of funding has been secured to help deliver HS2 Readiness Programme projects such as Paternoster Place (a new public square connecting Curzon Street Station to Digbeth), improvements to the public realm and accessibility of Moor Street Queensway and the new Metro Tram station serving Curzon Street Station at New Canal Street. Development opportunities along the HS2 corridor have the potential to deliver additional housing, employment and commercial floorspace, and are expected to come forward both before and after the new station opens.

The Digbeth Branch Canal runs through this Growth Zone and is a designated SLINC and wildlife corridor. Development here should enhance its role as a natural corridor, by providing more greenery along the boundaries and towpaths and enabling improved access and more active public uses of this key asset. Funding for these improvements will be secured through S106 agreements where appropriate.

The Birmingham Curzon HS2 Masterplan for Growth (2015) has helped to coordinate the delivery of much of the previous growth in this area during the BDP plan period. A new masterplan will now be created to help to deliver the further development opportunities that collectively will achieve the Birmingham Local Plan's growth aspirations for this important future gateway to the city.

Policy GZ4 Curzon Gateway Growth Zone

Development within this Growth Zone must support the future growth and prosperity of the Birmingham Knowledge Quarter. In particular, proposals for new educational and research and development (R&D) uses will be supported.

Residential proposals will be supported where they will help to deliver ancillary floorspace for cultural, community or leisure uses. Overall, it is considered that the Growth Zone has capacity to deliver at least 3,800 residential dwellings.

Development proposals which front on to the new HS2 Curzon Street Station will be required to demonstrate exemplar design quality and provide active frontages in order to create a welcoming and iconic entry point to the city.

Developments that enable improved pedestrian and cycling connectivity throughout the area will also be supported. In particular, improved connections to and from the Knowledge Quarter and the new HS2 Station, connecting Nechells and Digbeth will be sought, as well as an improved environment, connectivity and the use and activity of the Digbeth Branch Canal.

Wider improvements to public realm, the natural environment of the canal corridor and pedestrian and cycling connectivity will be sought through S106 agreements where appropriate.

Key infrastructure requirements

- HS2 Connectivity Measures – West Midlands Metro Tram Station, Walking and Cycling routes, Bus service integration.
- Public realm improvements, including along the Digbeth Branch Canal.

Proposed site allocations within Curzon Gateway Growth Zone

1. Millennium Point and Environs
2. Aston Triangle Major Development Site

Curzon Gateway Growth Zone



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| KEY | | | |
|-----|------------------------------|--|---|
| | Growth Zone Boundary | | Nature Recovery Network - Core Habitat Zone |
| | Site Allocations | | Canal |
| | Statutorily Listed Buildings | | Watercourse |
| | Public Green Space | | HS2 |
| | | | Metro Extension and Stops |
| | | | Cycle Routes |
| | | | Major Highway |

GZ5 Gun Quarter

Introduction

The Gun Quarter is situated in the northern part of Birmingham City Centre and has a rich industrial heritage dating back to the 17th Century. For many years, it was the centre of the gun manufacturing industry. While a small number of gun manufacturers and traders remain, nowadays the area comprises a mixture of commercial and industrial uses, with a burgeoning residential community along its southeastern edge and on the eastern side of New Town Row.

The Gun Quarter's history is still reflected in its character and built form. The Bull Public House and Gunmakers Arms are buildings of local historic significance and are amongst a collection of designated heritage assets mostly centred upon Bath Street and Princip Street.

Over the last decade, due to the proximity of Aston University and Birmingham City University (BCU), the eastern fringe of the Gun Quarter has seen redevelopment of former industrial sites into student accommodation. Alongside this has been growing interest in providing new wider general market residential development, mainly in the form of 'build to rent' schemes. In accordance with current policy in the BDP these have been focussed along the canal corridor which has also benefitted from improved walking and cycling connections to the City Centre and Jewellery Quarter.

Vision for Gun Quarter Growth Zone

The Gun Quarter will become a new mixed residential and commercial/industrial neighbourhood in the northern part of Birmingham City Centre, well connected to the City Core, the Jewellery Quarter and the Aston University and Birmingham City University campuses. Development and connectivity improvements along New Town Row will create a new focus of activity for the area, providing sustainable connection northwards to centres at Lozells, Perry Barr and Walsall. There will be new provision of social and well-being infrastructure to support an increased residential population within the growth zone, with a particular focus on open space and community uses. New development along the canal corridor will provide green spaces opening out onto the towpaths, allowing biodiversity and wildlife to flourish and promoting waterfront activity. Delivery of this new vision for the Gun Quarter will be supported by planning policy and a masterplan for the area.

Background and justification

Despite the increase of residential development in the south of the area around the canal, the northern parts of the Gun Quarter are currently designated as Core Employment Areas within the BDP and remain predominantly industrial in nature, although these have become diluted by a greater mixture of non-residential uses in recent years such as trade wholesale and offices. Businesses in the area continue to contribute towards the city centre economy, providing jobs and services for local people.

Much of the Quarter's industrial unit stock is relatively granular, occupying small premises. The HEDNA 2022 reported that there is growing demand for premises under 500sqm, and that leasing activity is strongest in the 100-500sqm category. Following a review of the BDP Core Employment Areas, it is proposed that the Gun Quarter is not designated as a Core Industrial Area in the BLP, due to the gradual increase in the proportion of non-industrial uses to the area in recent years. However, it is recognised that the Gun Quarter still retains an important economic function and the HEDNA identifies a demand for suitable small-scale premises in the city. Therefore, there continues to be a need to protect viable businesses and employment generating uses within the Gun Quarter and this should be balanced with the delivery of housing

growth. Rather than designating a new Core Industrial Area it is considered that this can be best achieved by applying the approach under preferred policy EC3 for the protection of other industrial land policy instead.

The Growth Zone policy also continues to support proposals that would deliver further employment uses (e.g. commercial uses within Use Class E and industrial uses within classes B2 and B8) at scales which would continue to support the economic function of the area without impacting adversely upon the amenity of the area's growing resident population. Opportunities to 'co-locate' employment generating uses with residential development on the same site have been trialled successfully in other urban areas in the UK; such schemes would be supported within the Gun Quarter as a means of balancing land use needs, and creating a truly mixed use neighbourhood, making the most efficient use of land and supporting job growth in sustainable locations.

At present there is a lack of public open spaces in the Quarter, with very limited provision to support the needs of the growing population. The only formal provision is located at the Tower Street Recreation Ground, which was assessed as being in poor quality in the Birmingham Open Space Assessment 2022. The stretch of the canal through the Quarter also provides some recreational value. To improve green and open space provision for future residents, proposals for new residential development within the Gun Quarter will be required to provide adequate levels of publicly accessible open space for their new residents as part of their schemes. More strategic identification for amenity space provision off site to meet the wider needs of the community will be explored through the development of a masterplan for the area and will be subject to CIL or S106 payments. This could also include street scene and public realm enhancements and improved connectivity.

The Gun Quarter Growth Zone contains no Local Centre. In general, existing retail uses are predominantly focused on trade customers through the sale of bulky or specialised goods. There is little in the way of convenience retail to serve the area's resident population, with the exception of some small-scale premises at the junction of Brearly Street and Summer Lane. Newtown Shopping Centre and Jewellery Quarter Local Centre are also within walking distance.

The Gun Quarter is well connected and can be accessed via sustainable forms of transport, with frequent bus services along New Town Row and Summer Lane. In addition, there are longstanding proposals to extend the Metro Tram network along New Town Row to serve the city's northern neighbourhoods like Perry Barr. To ensure that new residential development is directed towards the most sustainable and well-connected locations, high density schemes will be focused around New Town Row and Summer Lane.

Policy GZ5 Gun Quarter Growth Zone

The Gun Quarter Growth Zone has capacity to provide at least 1,870 dwellings and 2,470 sq.m. of industrial floorspace.

Developments in the Gun Quarter will contribute towards a more mixed-use neighbourhood by achieving a balanced provision of high quality and well-designed residential, commercial and industrial uses. The co-location of residential and non-residential uses will be supported where it can be successfully demonstrated that this would not impact negatively upon the amenity and function of either use. Development that enables new walking and cycling connections to neighbouring areas and public realm improvements along key routes such as New Town Row and Summer Lane will be supported.

To support greater activity, diversity of uses, public realm improvements and the provision of sustainable transport modes along New Town Row, development here will be expected to be of a higher density. In line with recent developments in this area, buildings of 15 storeys or

more are considered to be appropriate along this key route into the City Centre providing that design criteria on tall buildings in the Birmingham Design Guide are satisfied.

Development affecting historic areas and assets, such as at Princip Street and Bath Street, will be of a more sensitive design and scale in accordance with the Historic Environment policy.

For proposals adjoining the canal, the creation or enhancement of public access to the towpath will be encouraged. Wider improvements to open space, public realm, the biodiversity and natural environment of the canal corridor and sustainable transport connectivity will be sought through CIL and S106 agreements where appropriate.

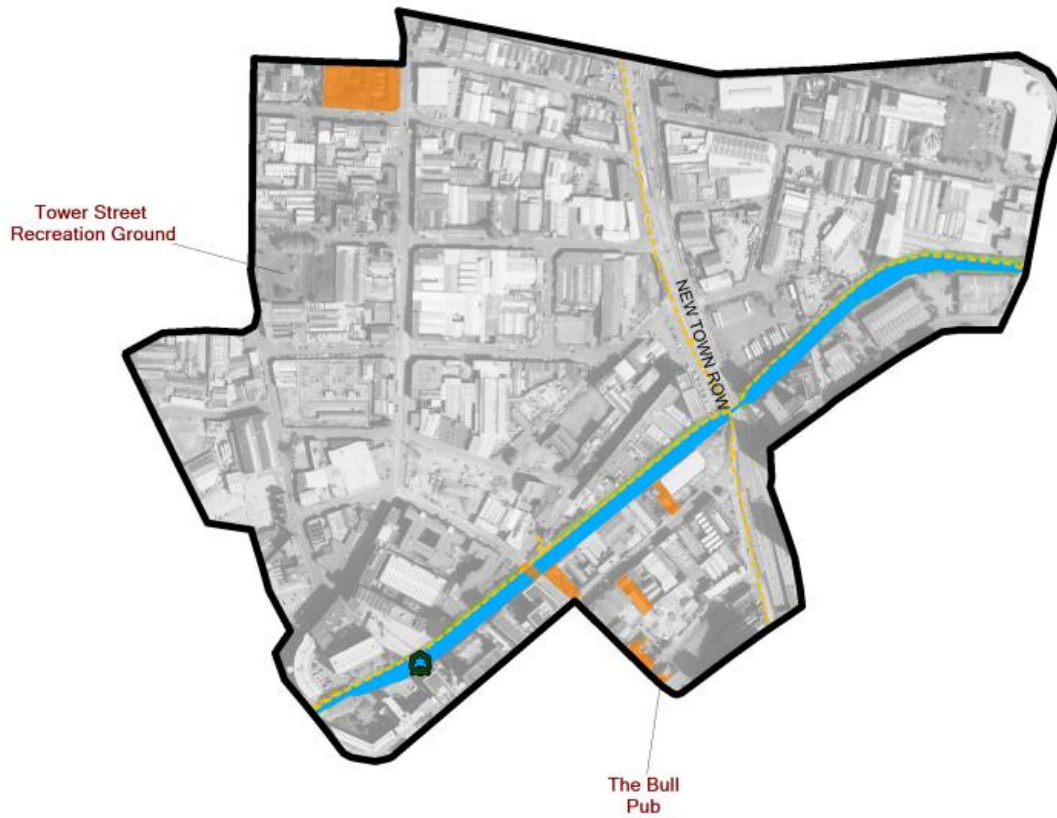
Proposed site allocations within Gun Quarter Growth Zone

None

Key infrastructure requirements

- Strategic approach to open space provision across the Gun Quarter (set out through the SPD/masterplan, and supported by S106 contributions)
- Further improvements to walking and cycling provision along New Town Row, Summer Lane and the Birmingham and Fazeley Canal.
- Metro extension & Rapid Bus along New Town Row

Gun Quarter Growth Zone



NORTH

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KEY

- | | | |
|------------------------------|---------------|---|
| Growth Zone Boundary | Canal | Nature Recovery Network - Core Habitat Zone |
| Statutorily Listed Buildings | Cycle Routes | |
| Public Green Space | Major Highway | |

GZ6 Snow Hill

Introduction

The area around Snow Hill station is a successful business area and will continue to be a focus for growth in the professional services sector and office floorspace but also provide opportunities to introduce a greater mix of uses including residential and improve connections with the neighbouring areas of the Jewellery Quarter and Gun Quarter.

Vision for Snow Hill Growth Zone

The future redevelopment of Snow Hill Station is central to the continued success of this growth zone. The redevelopment will improve service capacity, transform the customer experience on concourse and platforms, improve integration with the Metro station, and deliver better connectivity to and through the surrounding city.

Beyond the station, improving the links across the Queensway (A38) are essential in continuing to dismantle the excessive road infrastructure encircling the city centre core. Overcoming this barrier which separates the heart of the Snowhill Growth Zone from its peripheral northern edges towards the Jewellery Quarter and Gun Quarter is vital to the future success of the area. The removal of the Lancaster Circus Flyover will unlock a significant development opportunity at this gateway location as well as improve connectivity across the city.

Along the A38 Queensway, there will be a new 'greenway' which will transform the setting of St Chad's Cathedral and unlock the development potential of surrounding sites. Long-term opportunities will be explored to bring forward sites in and around Birmingham Children's Hospital for continued healthcare or other mixed-use development.

The future redevelopment of Colmore Circus also presents an opportunity to accommodate a greater density of development and reduce highway infrastructure to create better legibility and east-west connections.

Background and justification

Snow Hill is a business quarter to the north of Birmingham City Centre, focused around Snow Hill Railway Station. Currently the area contains over 450,000sqm of high-quality office floorspace and is home to major national and international businesses such as BT and KPMG. Snow Hill Station is one of Birmingham's busiest rail interchanges, handling over 5.6 million passengers in 2019/2020. In recent decades, the station has been complemented by the development of major office schemes on neighbouring sites such as at One & Two Snow Hill.

The transformation of Snow Hill Station and the adjoining multi storey car park into a major new mixed-use destination and transportation hub, with increased service and passenger capacity, is currently in the early project planning stages. There is potential for a significant level of commercial office and residential development above and adjoining the station, providing the largest regeneration opportunity at the heart of the city's prime office location. Partners include Birmingham City Council, West Midlands Combined Authority, Transport for West Midlands and Network Rail. The Central Birmingham Framework recognises that the transformation of Snow Hill Station will enable the delivery of wider regeneration benefits across the Growth Zone, unlocking the Greenway transformation ambition for the Queensway and Great Charles Street and unlock further redevelopment opportunities on the northern side of the A38.

These measures will help to overcome the significant barrier that the A38 Queensway currently presents to non-vehicular movement to neighbouring areas such as the Jewellery Quarter and Gun Quarter, including addressing the problems with existing crossings and underpasses that are of a poor standard and perceived as unsafe.

Recent public realm improvements along Colmore Row are proposed to be continued along Steelhouse Lane to reduce highway space and car parking and enable wider pavements to accommodate street trees and pedestrian and cycle routes. These high-quality public realm improvements will also help to improve the setting of the area's historic buildings.

Birmingham Children's Hospital proposes to remain in occupation on their current location for the foreseeable future, however a long-term opportunity remains for mixed-use redevelopment or an alternative healthcare associated use, as highlighted within the Central Birmingham Framework. The Framework also identified the need for future redevelopment proposals at the Children's Hospital to protect and enhance the on-site heritage assets, which includes the main hospital building itself, as well as improve the historic character and significance of the surrounding area fronting Steelhouse Lane within the eponymous conservation area.

Policy GZ6 Snow Hill Growth Zone

Development in this growth zone will continue to support the area's strengths in the professional services sector. This will include office-led development proposals that may also include residential as part of mixed-use development. Retailing and leisure uses will be located on ground floors, with offices and residential uses above. The Snow Hill Growth Zone has capacity to provide at least 200 dwellings and 111,500 sq.m. of office floorspace.

Proposals to transform Snow Hill Station into a major mixed use destination providing office, residential and commercial uses will be supported.

CIL payments and S106 contributions will be sought to help to deliver the downgrading of the A38 Queensway, public realm improvements (including the provision of greenery and/or open space) and better connectivity for non-vehicular traffic to neighbouring districts including the Jewellery Quarter and Gun Quarter.

In accordance with the Historic Environment policy, all development proposals must be sensitive to the Steelhouse, Colmore Row and Environs and Jewellery Quarter Conservation Areas as well as the setting of heritage assets such as the Childrens Hospital and St Chads Cathedral.

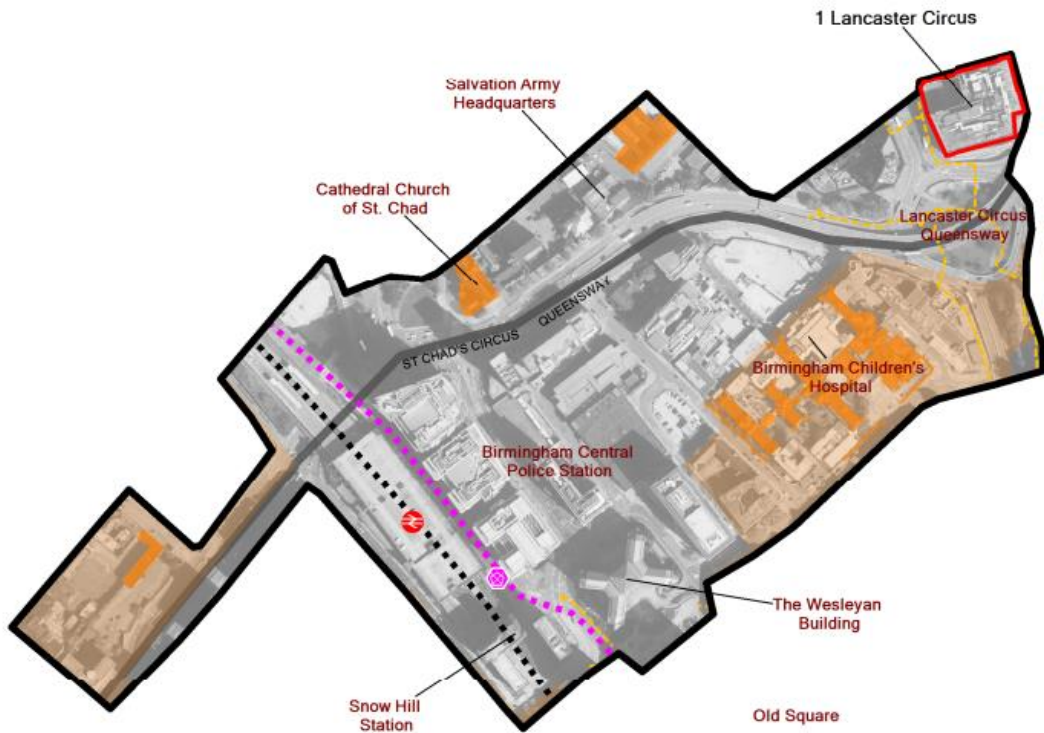
Key infrastructure requirements

- Increased capacity at Snow Hill Station
- Public realm improvements along Steelhouse Lane and at St Chad's and Great Charles Street Queensways and Lancaster Circus (to enable future Greenways ambition)

Proposed site allocations within Snow Hill Growth Zone

1. 1 Lancaster Circus

Snow Hill Growth Zone



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KEY

- | | | |
|------------------------------|---------------|-------------|
| Growth Zone Boundary | Cycle Routes | Metro Stops |
| Site Allocations | Station | Metro Line |
| Conservation Areas | Rail Line | |
| Statutorily Listed Buildings | Major Highway | |

GZ7 Newtown

Introduction

Newtown is located immediately to the north of Birmingham City Centre, between the Gun Quarter and Perry Barr, both of which have undergone significant transformation in recent years and continue to benefit from investment. The proximity of Newtown to the city centre offers potential for growth to meet housing needs and the regeneration of the housing estates and under-utilised land.

Vision for Newtown Growth Zone

A revitalised Local Centre will be delivered on the site of the existing Shopping Centre, with a mix of retail, residential, community and other local centre uses, to create a vibrant destination. Within the new centre, the remodelled Inkerman House will serve as a landmark building. This will link to a new area of green, open space, that can accommodate a range of activities and events, supporting the local community and attracting new residents. The delivery of good quality, higher density affordable housing development will provide a range of housing options to meet local need including larger family homes. More local employment opportunities will be provided and the creation of new routes, will have enable sustainable travel options to places of work and use leisure. Enhancements to existing parks and the creation of green infrastructure will contribute to a healthier environment for residents.

Background and justification

Newtown is characterised by several high-rise tower blocks and a significant proportion of the 70s and 80s housing stock being in the ownership of the Council. The area to the north of Clifford Street) was comprehensively redeveloped a decade ago through the Urban Living Housing Market Renewal Pathfinder Programme.

The remaining areas face acute challenges, including a limited range of housing types and tenures, poor green infrastructure, lack of local services and high levels of unemployment. The shopping centre is outdated, and a number of community uses have been lost. The area suffers from high volumes of traffic and is not pedestrian friendly. The redevelopment of Newtown Shopping Centre and adjoining sites, at over 3 hectares, is the primary opportunity within Newtown. Parts of the site are already cleared. Underused spaces and vacant units, offer the potential for uses that will encourage users to remain in the Centre for longer periods and create a more welcoming and relaxed environment. The redevelopment of the Shopping Centre should be phased, and closely aligned with works to Inkerman House, to ensure a complementary, high-quality design is achieved.

Overall, the design and the condition of the built environment is poor but the A34 does benefit from a modern and high-quality transport corridor (i.e. SPRINT route and segregated cycle lane), connecting the city centre to Perry Barr and North Birmingham.

There are several sizeable green spaces within Newtown, but they offer few facilities and are not welcoming to users. Both, Burbury Park and Great Kings Street Park are valuable. Improvements are required to make these spaces feel safer and encourage greater use.

There is significant Council housing in the area which is designated as a Housing Regeneration Area. Following assessment and consultation with residents, options for the remodelling, removal of outdated building forms/layouts and delivery of new Social and Affordable homes at higher densities will be explored, to create modern and safer environments, which deter crime and anti-social behaviours.

Masterplanning will be carried out to provide a comprehensive approach to the area's redevelopment and will include detailed working with the local community and other stakeholders.

Policy GZ7 Newtown Growth Zone

Newtown Shopping Centre

The site should deliver:

- A comprehensive mixed-used development which creates a sustainable, local centre. This could be delivered on a phased basis and should include a supermarket and other retail, community, and services uses, with residential units above.
- A development that is well integrated into its surroundings. and provides a new urban form. Any scheme should optimise the use of land through high density development including landmark buildings.
- Car parking should be minimised and where it is necessary serve the whole local centre, be well integrated to avoid car dominance and should consider multi storey or undercroft options. Development must accommodate the needs of pedestrians and cyclists, with clearly defined pathways into the site and external spaces to support active travel options.
- A new public square with integrated green infrastructure at the heart of the shopping centre, to serve as a focal point for community interaction and events.
- Inkerman House should be retained to provide high quality homes as a key landmark in the Local Centre. Strong connectivity to the A34 transport corridor, enabling the shopping centre to be easily accessed and allow travel between central Newtown and Birmingham City Centre and North Birmingham

Wider Newtown Area

Across Newtown further opportunities will deliver:

- The redevelopment of Wheeler Street Shopping Precinct to provide a residential-led mixed-used development of small retail units and residential apartments. A higher density development will be supported. The development should relate well to Burbury Park.
- The redevelopment of vacant or under-used employment sites located around New John Street West to provide opportunities for new mixed-used development, with residential units at high density.
- The re-purposing, re-use or setting enhancement of existing cultural and heritage assets Including Locally listed buildings such as The Bartons Arms, Newtown Police Station, the Grade II Brandeur Works and local assets such as St Georges Church Centre, Chilwell Croft Academy and the Legacy Centre.
- Enhancement of existing green spaces to attract more users and make the spaces feel safer. The creation of more visible entrances and clear pathways, new communal sports and play facilities, additional green infrastructure to attract wildlife and address climate change concerns will be supported. Any loss of green space through the re-configuration of existing park boundaries, in conjunction with new development, will need to be re-provided.
- Opportunities to explore improved pedestrian accessibility around New John Street West. and a segregated cycle route from the corner of New John Street West and Newtown Row, towards Hockley and West Birmingham would encourage residents to adopt modes of active travel and improve access to employment opportunities in

those areas. The creation of a Mobility Hub on New John Street West or within Great Kings Street Park would be strongly supported.

- An enhanced public realm with the removal of outdated and unsafe layouts and creation of clear routes, which allow pedestrians to easily navigate their way through Newtown.
- Improvements to water management and flood risk within the Hockley Brook Flood Zone, within which parts of the Wheeler Street Shopping Precinct are sited.

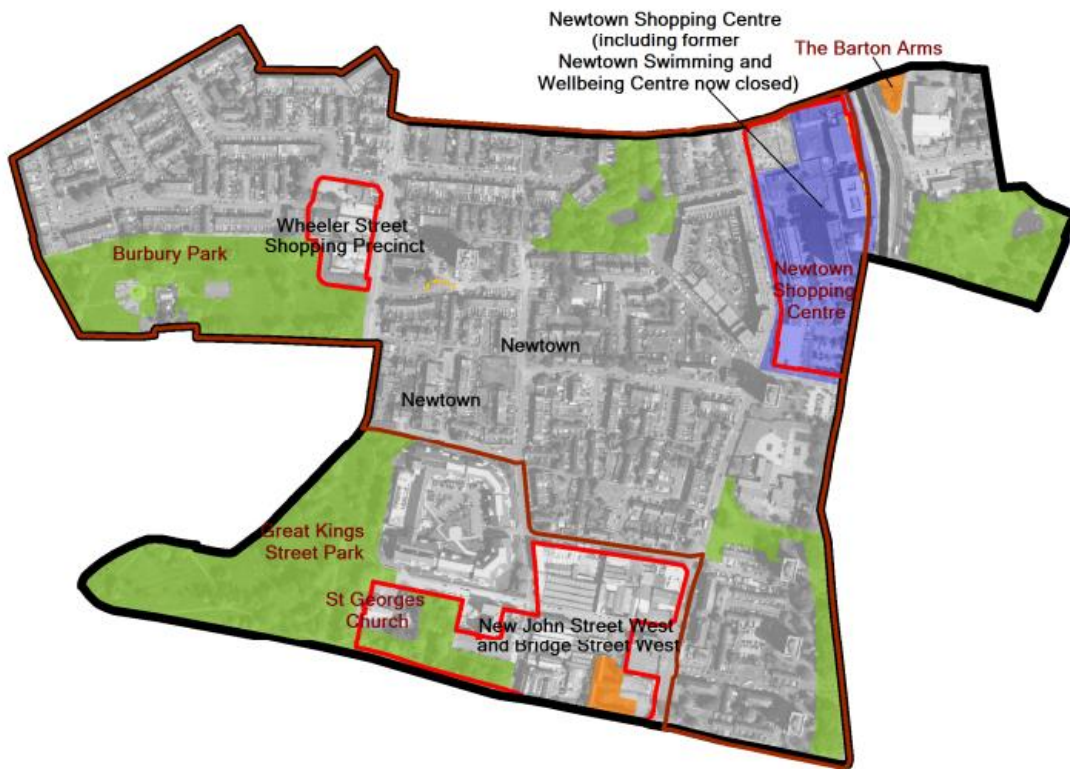
Key infrastructure requirements

- Redevelopment of Newtown Shopping Centre
- Remodelling of Inkerman House – in conjunction with Shopping Centre
- Improved accessibility around New John Street West – to create better pedestrian routes and a segregated cycle route
- Reconfiguration of Burbury Park and Great Kings Street Park

Proposed site allocations within Newtown Growth Zone

1. Newtown Shopping Centre
2. Wheeler Street Shopping Precinct
3. New John Street West

Newtown Growth Zone



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| KEY | |
|-----|------------------------------|
| | Growth Zone Boundary |
| | Site Allocations |
| | Housing Action Areas |
| | Local Centre |
| | Statutorily Listed Buildings |
| | Public Green Space |
| | Cycle Routes |

GZ8 Hagley Road Corridor

Introduction

The recent extension of the Midland Metro from Birmingham City Centre to Edgbaston Village and proposals for a rapid transit bus scheme and a regional priority cycle route along the Hagley Road, will further enhance the area's accessibility and environmental quality. Allied with several key development opportunities, the area is poised for significant growth and transformation.

Vision for Hagley Corridor Growth Zone

The delivery of key transport infrastructure along the Hagley Road Corridor and an improved and more accessible Five Ways Rail station will be a catalyst for significant change. It will support the growth of a series of high density, high quality, vibrant, and well connected residential led mixed use neighbourhoods that will help meet local housing needs, and provide new and enhanced green spaces, and outdoor sports facilities.

They will be connected via attractive healthy streets and green active travel networks to the Ivy Bush, Edgbaston Village, and Edgbaston (Five Ways) shopping Centres, and to an emerging city-wide green network via the Worcester and Birmingham Canal and the proposed Chad Brook Way. These green links will connect the area to the River Rea Corridor, Edgbaston Cricket Ground, and the nearer green spaces of Edgbaston Reservoir, Chamberlain Gardens, Five Ways Park and Five Ways Community Park.

Background and justification

The Hagley Road corridor is an area of contrasts. It contains a number of listed buildings and heritage assets and includes or intersects with the Edgbaston and St Augustine's Conservation Areas. It includes a thriving emerging neighbourhood centre at Edgbaston Village and two existing centres at Ivy Bush and Fiveways, with convenient access across the area to metro and rail connections.

The delivery of the extension of the Midlands Metro along the Hagley Road, a proposed regional cycle route, sprint route and an improved Five Ways Rail Station with better connectivity to the surrounding area will provide sustainable transport access to the city centre and beyond. These developments therefore support the sustainable growth of, and potential for, a significant number of new homes and employment spaces that can be brought forward through a cluster of four key strategic sites identified in the vicinity of the route that will meet locally identified needs.

The latest Open Space Assessment indicates that there is not currently enough public open/accessible natural green space for the local population within the Edgbaston Ward and Ladywood wards, whereas North Edgbaston has an under provision of public open space and natural green space. This needs to be addressed through new development within the growth zone with better green links delivered to existing open spaces such as Edgbaston Reservoir, and to support delivery of the Chadbrook Way.

Accessibility of the Edgbaston (Five Ways) centre by foot or bicycle is limited due to the proximity of major roads with high levels of vehicle traffic. There is a need to create a consistent and improved environmental offer across the centre and improve permeability and accessibility for pedestrians and cyclists from the local area, while also promoting uses as part of the daytime economy that have active frontages and support meeting the daily needs of local residents.

The area known as Edgbaston Village has a monthly garden market, and a range of shops, bars and restaurants that cater for the local population. This emerging centre is helping to achieve the role of a liveable city. It is therefore considered that there is a strong case for the expansion of Edgbaston (Five Ways) centre to include Edgbaston Village as a neighbourhood centre. This will increase access to basic daily services for local residents. Including the proposed Five Ways hub within the centre boundary will provide space for more uses associated with a daytime economy.

Policy GZ8 Hagley Road Corridor Growth Zone

The Hagley Road Growth Zone will see the delivery of a series of mixed use, high density residential led neighbourhoods which are high quality, vibrant and green alongside a more accessible Five Ways Rail station. The developments will benefit from convenient access to sustainable transport links such as the railway station, the Midland Metro, the proposed future Sprint route and the regional priority cycle route.

Green connectivity

- Development will support the delivery of the Chad Brook Way, a new green link connecting the growth zone to Edgbaston Cricket ground, the River Rea Corridor, and Edgbaston Reservoir and Chamberlain Gardens. Pedestrian connectivity will also be improved north south across the Hagley Road at the Chad Brook Way, Edgbaston Village, and across Islington Row

Fiveways Hub

- The environment in and around Five Ways Rail station and the Worcester and Birmingham Canal will be transformed, and accessibility and permeability from the station and the Worcester and Birmingham Canal to the Five Ways hub, the Hagley Road Corridor and the area's green spaces will be improved and enhanced, with mobility hubs also being provided at key sites within the growth zone.

Local Centres

- Connectivity throughout Edgbaston centre will be improved with a major pedestrian crossing across Islington Row, and improved accessibility and permeability between the centre, Edgbaston Village, the Worcester and Birmingham Canal, and Five Ways Rail station delivered using healthy streets principles. There will also be improved connectivity between the local shopping centres of Edgbaston and the Ivy Bush.
- The permeability and accessibility between the five segments of the local centre will be improved to better support its use by pedestrians and cyclists, and better connect the southern area with the city centre. The area will see enhanced public realm including tree planting, and other planting, street furniture, quality paving, water features and public art to improve its identity and sense of place.
- The sense of place of the centre and its identity and character will be improved by enhancing the environment of, and connectivity to, the Five Ways central island area, and improving natural surveillance and safety.
- Development should protect and enhance the setting of the Edgbaston Conservation Area and listed buildings in the area.

Key infrastructure requirements

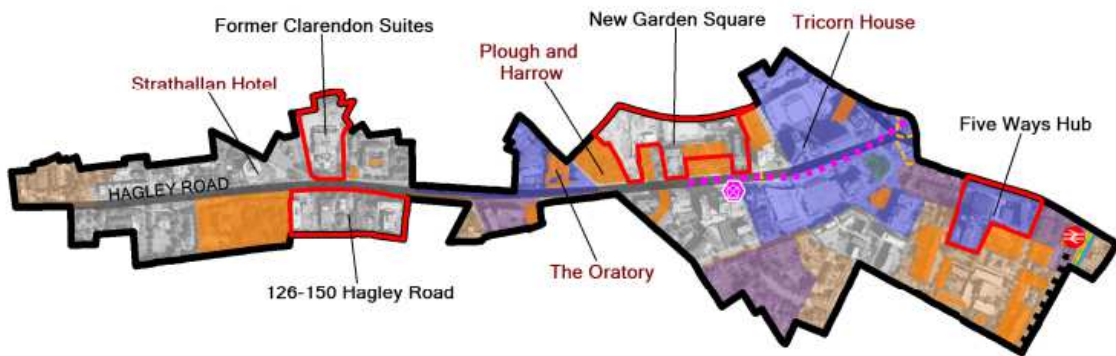
- Green Connectivity Improvements to support delivery of the Chad Brook Way across the Hagley Road at the junction of Chad Road and Monument Road, to increase permeability and encourage modal shift to walking and cycling between Edgbaston Reservoir and Edgbaston Cricket Ground.

- Connectivity improvements across Islington Way, connecting the Five Ways hub to the city centre to improve permeability and encourage modal shift to walking and cycling. Both super crossings and green bridges should be explored.
- Connectivity improvements north south across the Hagley Road at Edgbaston Village Tram Stop, with further green links connecting Edgbaston Village to New Garden Square, Chamberlain Gardens, and Edgbaston Reservoir.
- Green pedestrian/cycle link that meets healthy streets principles to be delivered between the Five Ways hub and Greenfield Crescent at Edgbaston Village.
- Hagley Road and Metro route public realm Improvements from Norfolk Road to Five Ways Island, utilising adjacent development, the sprint route, and cycle route as catalysts for change and the delivery of green active travel corridors and healthy streets.
- Improvements to the public realm of, and accessibility to, Five Ways Rail station and the Worcester and Birmingham Canal and connections from the Canal and Station to the Five Ways Hub site.
- Public realm and connectivity improvements within Edgbaston Centre
- Improvements and additional public open spaces and accessible natural green space

Proposed site allocations within Hagley Road Corridor Growth Zone

1. Five Ways Hub
2. New Garden Square
3. 126-150 Hagley Road
4. Former Clarendon Suites

Hagley Road Corridor Growth Zone



NORTH

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KEY

| | | | | | |
|---|----------------------|---|------------------------------|---|-------------|
|  | Growth Zone Boundary |  | Statutorily Listed Buildings |  | Metro Route |
|  | Site Allocations |  | District Centre - Edgbaston | | |
|  | Conservation Areas |  | Local Centre - Ivy Bush | | |
| | |  | Major Highway | | |

GZ9 South Edgbaston

Introduction

The South Edgbaston Growth Zone is located to the southwest of Birmingham City Centre and falls with the wards of Edgbaston and Balsall Heath West. It is bounded by the River Rea to the east, Edgbaston Golf Course to the southwest, and includes the internationally renowned Edgbaston Cricket Ground, Midlands Arts Centre (MAC), and the Pebble Mill site, a world leading healthcare and medical services destination. Cannon Hill Park is directly adjacent to the area to the southeast and there is a small parade of shops on Sir Harrys Road between Pershore Road and Bristol Road. The area is easily accessible to and from the city centre via the A38 Bristol Road cycle way and Pershore Road.

Vision for South Edgbaston Growth Zone

South Edgbaston will continue its development as a leading international quarter for investment and growth in medical research and med tech innovation, complemented by the delivery of high-quality housing and employment and the continuing development of Edgbaston Cricket Ground as a centre of sporting excellence. The area will become an important green/blue infrastructure hub and anchor that connects the proposed Chad Brook Way to an improved, more accessible, and re-naturalised River Rea Corridor, Cannon Hill Park, and on to northwest Edgbaston and the city centre. As the range and quality of services and facilities in this area expand and increase there will be support for the growth of neighbourhood centres at Sir Harrys Road and a new centre at Queens Ride, which will meet the daily needs of local residents and be easily accessible by walking and cycling.

Background and justification

Given the level of housing development anticipated in the area and the promotion of sustainable neighbourhoods, support will be given to the provision of local shops and other centre uses as part of mixed-use schemes in line with Policy EC4.

The latest Housing and Economic Need Assessment confirms the high demand for innovation in life sciences and medical devices, and as a sector to invest in. As such there is a need to continue focusing on investment in this sector within the zone at Pebble Mill Park.

Given the zones location at the centre of a green infrastructure network consisting of the River Rea Corridor, the Chad Brook Way, and Cannon Hill Park, and local transport linkages such as the A38 Bristol Road cycle route, and proposed future Sprint route, the zone is ideally placed for future investment and growth in high-quality, high-density housing and employment.

The Edgbaston Cricket Ground Masterplan prepared by Warwickshire County Cricket Club envisages developing the Cricket Ground as a mixed-use destination, combining elite sport, conferencing, and a hotel and events space with community activities to improve health, social care, education, employment and social cohesion in the area. New cycling and walking routes through the zone and to surrounding neighbourhoods and key venues such as the Midlands Arts Centre and the city centre will be supported.

The Pershore Road Corridor has been identified as an ideal location for a housing action area, having the potential for new and improved housing a short walk away from an emerging neighbourhood centre off Sir Harrys Road, key sports, and cultural facilities, and being adjacent

to the Bristol Road cycle route, and potential rapid transit route. A framework for the corridor will be prepared that will explore the opportunity for new housing, and the potential for improvements and retrofitting of existing properties to improve thermal efficiency, reduce carbon emissions, and provide energy savings for occupiers.

The majority of the proposed major development site at the Tally Ho playing fields falls within flood zones 2 and 3. Therefore, in designing a flood mitigation response, there is an opportunity to encourage the development of and showcase a world leading nature-based solution to this issue that also responds to the evidenced lack of public green space and accessible natural green space in Edgbaston according to the Open Space Assessment.

Policy GZ9 South Edgbaston Growth Zone

Pebble Mill

South Edgbaston will become a leading quarter for investment and growth in medical research and services, with a core focus at Pebble Mill Park and related proposals within use Class (E) within the Park.

Edgbaston Cricket Ground

The area will continue to develop its unrivalled sporting tourism offer with a state-of-the-art Edgbaston Cricket Ground. Complementary mixed uses within use class E, C1, and F1 will be supported. Uses related to food and drink, conferencing, training, and hotel facilities to support the tourist offer of the stadium will be strongly supported where these do not interfere with neighbouring residential amenity.

Green Connections

The area will have improved connections for pedestrians and cyclists to the city centre and along a re-naturalised River Rea from Calthorpe Park to Cannon Hill Park at the Midlands Arts Centre, as well as through the Cricket Ground itself. The route will also be enhanced in terms of its biodiversity offer and amenity value for local residents and be connected to the emerging Chad Brook Way. Signage and way finding will also be improved throughout the zone to better connect its green, sporting, retail, medical, and cultural assets which will be connected via green healthy streets.

Pershore Road Corridor Housing Action Area

A Pershore Road Corridor Housing Action Area framework will explore the potential for improvements and retrofit programmes to improve the energy efficiency standards and reduce carbon emissions of existing housing within the area as well as explore opportunities for new housing. This will support the delivery of green, healthy streets and an improvement in the general environment and public realm of the area, including the neighbourhood shopping centre off Sir Harrys Road. Within the neighbourhood centre active ground floor uses within class (E) will be supported with upper floors being encouraged for residential use.

Tally Ho and Riverside Local Centre

Housing led mixed use development will be supported at the Tally Ho site alongside new education and life science facilities. There is also an opportunity to deliver high-quality flood mitigation solutions and measures.

The development of a riverside neighbourhood centre as part of the Tally Ho scheme fronting on to Queens Ride will be supported to help meet the daily needs of residents by walking and

cycling, and to provide amenities linked to an opened up and re-naturalised River Rea, the Midlands Art Centre, Cannon Hill Park, and Edgbaston Cricket Ground.

Key infrastructure requirements

- Improved pedestrian and cyclist connections and amenity improvements along the River Rea Corridor between Calthorpe Park and the Midlands Art Centre at Cannon Hill Park
- Rapid / transit route from City Centre, Rea Village to University of Birmingham & Hospital campus
- Delivery of the Chad Brook Way between Mill Pool Way and along the Bourn Brook to the River Rea
- Delivery of mobility hubs at key areas throughout the zone such as at Pebble Mill, Tally Ho, Sir Harrys Centre, Edgbaston Cricket Ground, entry points to the River Rea Corridor and Chad Brook Way.
- Delivery of enhanced sports pitches to meet identified need
- Delivery of flood mitigation measures at the Tally Ho site which supports enhanced and expanded public open space and natural green space

Proposed site allocations within South Edgbaston Growth Zone

1. Tally Ho

South Edgbaston Growth Zone



NORTH

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KEY

- | | | | | | |
|---|----------------------------|---|--------------------|---|--------------|
|  | Growth Zone Boundary |  | Allotments |  | Cycle Routes |
|  | Site Allocations |  | Public Green Space |  | Watercourse |
|  | Statorily Listed Buildings | | | | |

GZ10 Rea Valley Urban Quarter

Introduction

The area covers some of Birmingham's oldest neighbourhoods comprising parts of Digbeth, Southside, Cheapside and Highgate, and is named the Rea Valley Growth Zone given the focus on the transformation of the River Rea to create a unique waterside development. At the heart of the successful regeneration of the Growth Zone will be the creation of an environment which is flood resilient, green, biodiverse, durable, energy efficient and adaptable to change.

Vision for Rea Valley Growth Zone

The vision is for sustainable, well connected, liveable mixed-use neighbourhoods, providing high quality residential environments alongside employment opportunities, local services and open space. Through the creation of a series of distinctive neighbourhoods, the Rea Valley Urban Quarter will become a sustainable, diverse and vibrant place to live, work and spend leisure time. With the River Rea at its heart, a network of green infrastructure and spaces will create an environment resilient to flooding, climate change, rich in biodiversity, promoting the health and wellbeing of residents and visitors alike. A variety of new and innovative housing types will attract a diverse community, which will benefit from a range of services and facilities and a dynamic mix of employment spaces, as well as public transport connectivity which makes car use a less attractive option.

The River Rea currently flows as a culverted and straightened watercourse through the growth zone which causes flooding problems elsewhere and leads to a sterile natural environment. The watercourse will be opened up to address flood risk, provide new green spaces and opportunities to increase biodiversity alongside sustainable development opportunities fronting the river.

The new Moseley Street Park Link will become the City Centre's first Sustainable Urban Drainage (SuDS) street and a major pedestrian route. This will connect the Smithfield Neighbourhood Park, the River Rea corridor, Moseley Street Park Link and Highgate Park.

Background and justification

The Growth Zone Policy will continue to deliver the Rea Valley Urban Quarter Supplementary Planning Document (SPD) adopted 2020, as the City Council's vision and framework to guide the future redevelopment of the urban quarter. The focus through delivery of infrastructure and development, will be to create a sustainable neighbourhood. The Quarter is an area of high flood risk which is hampered by the culverted River Rea. To address this there is a particularly pressing need for developments in this growth zone to meet the challenges faced by the climate emergency, by the robust implementation of the Birmingham Local Plan's Climate and Environment policies.

Policy GZ10 Rea Valley Urban Quarter Growth Zone

The Growth Zone will deliver a series of mixed-use neighbourhoods, accommodating over 9,000 new homes, and integrating innovative space for businesses, services and leisure to develop and grow. Development should include and enable climate change and flood risk adaptation and mitigation measures in accordance with the Climate and Environment policies.

The following specific requirements will apply to relevant development proposals within the growth zone:

- Along the River Rea, development must enable or incorporate measures to remove culverting, realign, open up and naturalise the watercourse. For proposals between Moseley Street and Gooch Street a 35 metre green and blue buffer will be required on either side of the river to address flood risk, provide new green spaces and provide opportunities to increase biodiversity. Where such measures cannot be delivered on-site, they will be provided for through off-site developer contributions. Where measures are to be delivered on-site the LLFA and Environment Agency must be engaged at the pre-application stage to ensure that any measures proposed within the submitted scheme will be appropriate.
- Residential development proposals in the St. David's Place area, bounded by Moseley Street, Alcester Street, Gooch Street and Sherlock Street must offer a mix of appropriate ground floor uses to support the vitality of the surrounding area and maintain a high-quality environment.
- In the Cheapside area, between Moseley Street and Digbeth High Street local employment uses will be integrated alongside new residential development. All development in this area will sensitively respect the historic character and identity of the area, particularly where they involve the conversion of former industrial buildings.

Contributions will be sought from all developments in the Growth Zone to facilitate the delivery of the Moseley Street Park Link, a Sustainable Urban Drainage (SuDS) street and a major pedestrian route, connecting the Smithfield Neighbourhood Park, the River Rea corridor and Highgate Park.

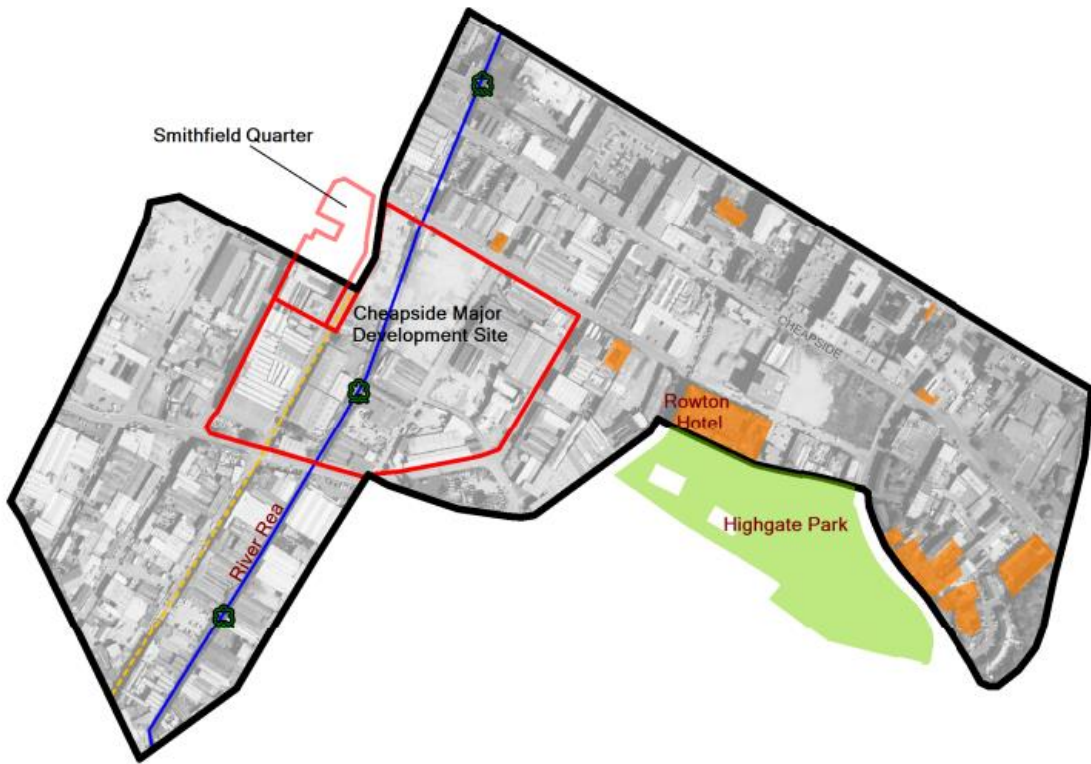
Key infrastructure requirements

- Transformation of the River Rea
- Moseley Street Park Link

Proposed site allocations within Rea Valley Growth Zone









1. Cheapside Major Development Site
2. Digbeth High Street Major Development Site 1
3. Former Irish Centre
4. Bull Ring Trading Estate

Rea Valley Urban Quarter Growth Zone



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KEY

- | | |
|--|---|
|  Growth Zone Boundary |  Nature Recovery Network - Core Habitat Zone |
|  Site Allocations |  Watercourse |
|  Statutorily Listed Buildings |  Cycle Routes |
|  Public Green Space |  Major Highway |

GZ11 Ladywood Regeneration Initiative

Introduction

Ladywood is an inner-city district close to central Birmingham, bounded by the A4540 Middleway in the west and bisected by it in the northwest, bordered by the A456 Hagley Road to the south and extending up to Spring Hill and Summer Hill Road in the north. It was one of Birmingham's five post-war redevelopment areas and comprises a mix of low-rise and high-rise housing (mostly dating from the 1960's) and pockets of industrial land.

Ladywood Estate has been identified as a key area of sustainable and inclusive growth within Birmingham due to its proximity to the City Centre and the need to improve the Estate for the benefit of its residents and the wider area. This is expected to stimulate and encourage new opportunities to deliver housing and employment growth. As a Housing Action Area (HAA) it is also a significant regeneration opportunity to deliver better quality green infrastructure, community facilities, transport and modern housing for the Ladywood Central, Kilby and Lighthorne, St Marks and Middleway Estates in Ladywood. The proposals for housing led regeneration are an opportunity to address the social and environmental issues in Ladywood and consider how more and better-quality housing and community facilities can be delivered.

Vision for Ladywood Growth Zone

Ladywood HAA will be transformed to provide new and improved homes, a new local centre, employment opportunities, new or improved primary and secondary schools, remodelled open space, improved access and crossing points to the canal facilitated by new canal side development. Walking and cycling connections throughout the area and across the Middleway will also be significantly enhanced.

The following improvements and interventions are envisaged over the plan period:

- Over 14 hectares of urban green and open space dramatically improving both quality and quantity of the public realm environment for the residents.
- Two new large urban parks in the north and south of the project area, each linking residential areas and squares to the city, and together comprising over 75,000 sqm of enhanced green space.
- A new pedestrian bridge across the canal and rail line, together with new publicly accessible canal towpaths offering greater connectivity to employment and other uses.
- Reopening of the canal basin to be publicly accessible, with improved biodiversity and public realm.
- Delivery of two new schools including one new (4-form entry) primary school and one new (4-form entry primary & 6-form entry secondary) combined school
- Commercial, health and business incubator enterprise provision totalling approximately 11,750 sqm to be apportioned in the first three phases, including the repurposing of substantial Grade II Listed buildings along Ledsam Street.
- New local centres for the neighbourhood and community use

Background and justification

The Ladywood Central, Kilby and Lighthorne, St Marks and Middleway estates in Ladywood have not seen significant housing investment for the last 30 years. It is amongst the 10% most deprived wards in England with many residents facing significant economic, health and social challenges. Crime and antisocial behaviour are above the city average. There are also

concerns about the quality of open space and an ageing housing stock and insufficient community infrastructure.

The housing estates are typified by an outdated network of cul-de-sacs, dead ends and alleyways with rows of two and three-storey houses, maisonettes, and concrete towers, interspersed with under-utilised green space, poor natural surveillance and limited transport connectivity. The proposals for housing led regeneration are an opportunity to address the social and environmental issues in Ladywood and consider how more and better-quality housing can be delivered.

There are four separate phases of development currently proposed, subject to consultation, and these are to be delivered over a period of 16 years. The scheme will aim to start on site in 2028 with completion in 2044. The delivery of the scheme requires the assembly of land in addition to that already in Council ownership. The intended approach is to secure land by voluntary agreement where possible, but to use Compulsory Purchase powers where necessary and as a last resort.

Policy GZ11 Ladywood Regeneration Initiative Growth Zone

The Growth Zone will seek to deliver a high-quality residential neighbourhood of 7,531 gross new and replacement homes (5,410 net additional) with a diverse range of housing types and sizes, in various tenures. The homes will be built over a series of phases and delivered over 20 years.

- - Development in the growth zone will deliver a strong sense of place and distinctive character, well designed spaces and buildings which promote positive social interaction and natural surveillance and minimise the potential for crime and anti-social behaviour.

Proposals for business incubator units will be supported, particularly at the Grade II Listed buildings along Ledsam Street which are capable of delivering approximately 11,750 square metres.

Local people will play a meaningful role in shaping development and managing the new neighbourhood, contributing to a sense of community. All planning applications for major development in this growth zone will be required to submit a statement setting out how the local community have been engaged at the pre-application stage.

Developer contributions and/or CIL payments will be sought for the following area wide improvements:

- A network of integrated pedestrian and cycle routes throughout the area and across the Middleway.
- A new pedestrian bridge across the canal and rail line, together with new publicly accessible canal towpaths.
- Over 14 hectares of green and open space, including two new large urban parks totalling 7.5 hectares, dramatically improving both quality and quantity of the public realm environment for the residents.
- Reopening of the canal basin to be publicly accessible, with improved biodiversity and public realm
- Delivery of two new schools including one new (4-form entry) primary school and one new (4-form entry primary & 6-form entry secondary) combined school.

- New local centres for the neighbourhood and community use, including new health and commercial uses.

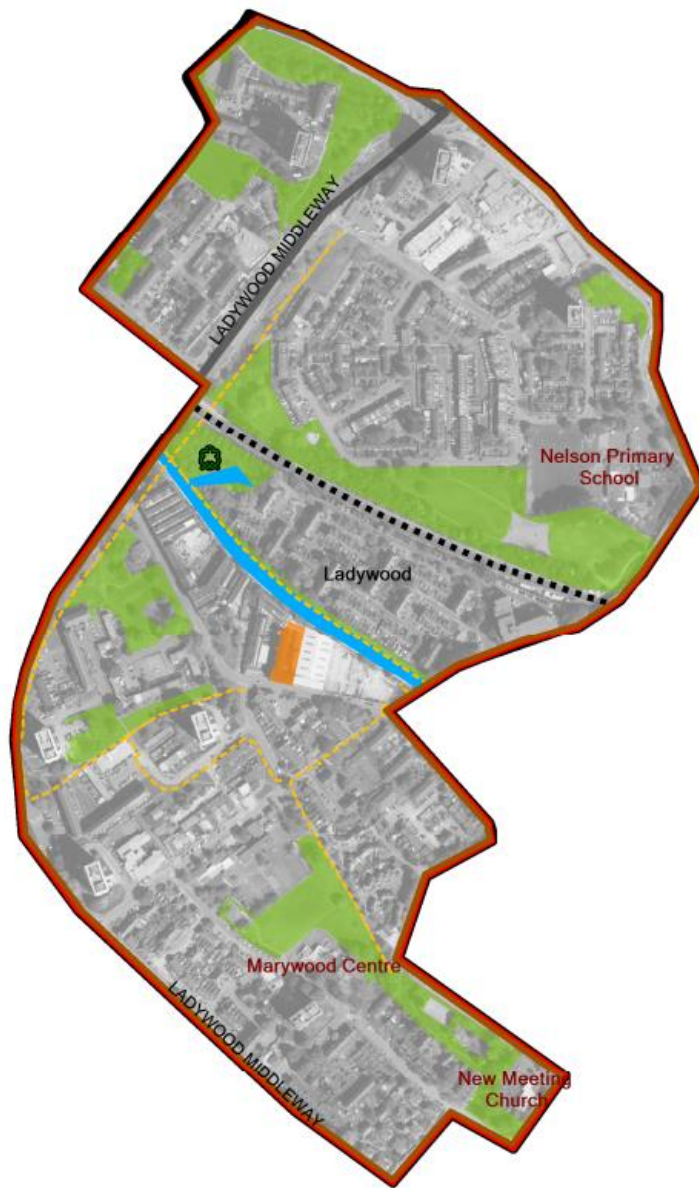
Key infrastructure requirements

- New and enhanced green infrastructure, including two new parks
- High quality walking and cycling routes within the growth zone and to adjoining areas
- Environmental improvements to the canal and canal basin
- Health, education and community facilities to meet the needs of the existing and future population

Proposed site allocations within Ladywood Growth Zone

1. Ladywood

Ladywood Growth Zone



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KEY

- | | | | | | |
|---|----------------------------|---|---|--|---------------|
|  | Growth Zone Boundary |  | Public Green Space |  | Cycle Routes |
|  | Site Allocations |  | Nature Recovery Network - Core Habitat Zone |  | Major Highway |
|  | Housing Action Areas |  | Canal |  | Rail Line |
|  | Statutory Listed Buildings | | | | |

GZ12 Digbeth

Introduction

Over the last 30 years, Digbeth has evolved from heavy industry to a place of start-up businesses based around arts and design, music, technology, gaming, and media production. It has a rich and diverse mix of small independent businesses as well as larger companies. The heritage and character of the buildings, streets, railway arches and canals are supplemented by dramatic street art, and a range of bars, clubs and live music that makes 21st century Digbeth a melting pot of people and energy. The area has great potential to accelerate its growth as a unique global centre of company start-ups, creativity, crafts and arts, innovative hi-tech businesses, television and film industry, and social enterprises. The BBC is opening a new broadcast centre at the Tea Factory, and MasterChef and the Digbeth Loc film studios are opening at Warwick Bar. The arrival of HS2 at Curzon Street Station will accelerate demand for new commercial space and homes in this growth zone and this will need to be carefully managed given the unique character of this area and given that most of it is designated as a conservation area. New development needs to complement existing uses and protect the character and heritage within Digbeth. Beyond the conservation area, large sites are becoming available adjoining the River Rea, canals and A4540 Middleway ring-road with the potential for major mixed-use development and transformed connections to the historic Garrison Park.

The development needs of Digbeth are complex, and the area faces numerous challenges as its regeneration continues. There is a need to support the existing creative industries in Digbeth and to support the delivery of a viable mix of uses in order to allow the area to continue to thrive and grow, whilst at the same time preserving the district's precious heritage, as one of Birmingham's oldest neighbourhoods and a designated conservation area, ensuring that its heritage assets and features are protected and appropriately enhanced.

Vision for Digbeth Growth Zone

Digbeth and Garrison Park will be a thriving area with a mix of housing, employment and creative spaces with safe and secure streets and green spaces. New homes will be supported by appropriate facilities and services. A diverse mix of creative and cultural uses will support the night-time economy and be complemented by a high-quality public realm and built environment. Natural assets including the river and canal will be improved and development will contribute to increasing sustainable green infrastructure. Heritage assets will be promoted and protected. Walking, cycling and public transport connections between the city centre and Bordesley Green will be strengthened and opportunities arising from the proximity to Curzon Street Station will be maximised.

Central Digbeth

Central Digbeth is focused on the historic core of Digbeth, which is reflected by its designation as a conservation area. This part of the growth zone will continue to be a hub for small and medium businesses that creates a cluster of creativity and contributes to the vibrant character of the area. New development will increase density of activity, add carefully to the fine-grain and small-scale built form, whilst also providing grow-on commercial space to deliver more places to live and work locally. Ground floor small workspace to meet employment generating needs will be encouraged in this area.

New homes will be delivered in appropriate locations where they complement surrounding non-residential uses and facilities and services will be provided for residents. The northern side of the High Streets and around the Custard Factory have the potential to fulfil the functions of a

local centre with commercial space that provides for a range of retail and business uses, healthcare and other community services.

The former Typhoo Tea Factory and surrounding land will be transformed to deliver a new regional broadcast and production centre. The regeneration of the site will act as a catalyst for the delivery of commercial uses, new homes and public realm improvements in the wider area, including active frontages onto the canal and surrounding streets.

The eastern entrance to HS2 Curzon Street Station and integrated Metro stop at New Canal Street and Andover Street, will become a key arrival point into Digbeth, as will the new Paternoster Place which will be accessed via Bordesley Street. Development in this northern part of Digbeth will create a positive first impression through exemplar design that also respects the historic character of the area.

Walking and cycling links will be promoted and strengthened to create better links between Digbeth and other parts of the City Centre, particularly the Knowledge Quarter to the north. The dominance of private vehicles will be reduced to provide wider spaces for outdoor seating and integrated planting. Feature lighting will improve safety and bring areas to life at night. Different models of stewardship of the streets and spaces will be considered by the City Council with partners and stakeholders.

The areas beneath and around the Bordesley Viaduct will be transformed to open up the connected archways to create an exciting pedestrian route. Known as the Low Line, it will run deep into the heart of Digbeth between Shaws Passage and the Custard Factory alongside new development opportunities. The new pedestrian spine will connect sites with new high-quality spaces that highlight the area's historic character, forming a major visitor destination with a mix of workshops, retail, restaurant and leisure uses weaving in and around the supports of the viaduct. Proposals for increased rail capacity on the viaduct as part of the Midlands Connect project will need to integrate carefully with the environment at street level should extensions to the structure be required.

Garrison Quarter

Garrison Quarter will connect Digbeth with Bordesley Green and deliver a wide range of new employment spaces, high-quality homes and green infrastructure as a new destination location. Through the regeneration of cleared and under-utilised sites, developments will be of mixed use with potential for major investment opportunities for film and TV studios and production space, and other creative industries, alongside a range of new homes and complementary workspaces. Access will be improved to the Grand Union and Birmingham & Warwick Junction canals and River Rea which run through the heart of the area. This will include waterside living and working, enhanced nature corridors, flood mitigation measures and active travel routes.

The disused Duddeston Viaduct will create a new green spine through Digbeth called SkyPark. The high-level route will be imaginatively designed with hard and soft landscape walkways, public art and feature lighting to create an exciting and attractive leisure space for residents and visitor to relax and enables connectivity to a wider network of green spaces. The viaduct is a biodiverse environment supporting several ecosystems and habitats which will need to be carefully addressed within the future landscape design so that ecological diversity can be both preserved and appropriately enhanced.

The remodelling of Watery Lane Middleway at key junctions and transforming crossing points to provide priority for walking, cycling and public transport connections, will reduce the current physical barrier of the ring-road. Improved connections to Garrison Park and the wider Bordesley Green area are essential to the expansion of green networks for the benefit of new residents, and for improved access and integration between neighbourhoods.

Background and justification

Digbeth has a unique character and rich heritage which sets it apart from other places locally and nationally. Small-scale start-up companies, creatives and artists are attracted by the organic creativity, opportunities for affordable workspace and the clustering and networking opportunities provided by existing businesses and activity. The arrival of HS2 at Curzon Street Station will accelerate demand for new commercial space and homes within the area and is likely to result in increased rents, increase demand for affordable workspaces to ensure that small and medium sized creative enterprises will continue to survive and thrive.

Future development needs to be carefully managed to ensure the character of Digbeth is preserved and the existing creative cluster is protected. Working with, protecting, and promoting what makes the area special will add value for the community and for future development.

There are significant development opportunities to increase density of activity, adding carefully to the fine-grain and small scale nature of existing buildings and spaces, whilst providing growth commercial space to deliver more places to live and work locally. Opportunities to 'co-locate' employment generating uses with residential development on the same site have been trialled successfully in other urban areas in the UK. Such schemes would be supported within the growth zone as a means of balancing the land use needs of the area.

The Growth Zone has a lack of accessible green space. Duddeston SkyPark and the canals offer major opportunities to provide enhanced green space and provide routes for walking and cycling. The SkyPark will be a publicly accessible green route with a landmark entry way onto the Grand Union Canal.

New development will also be expected to provide active frontages onto the canal corridor while respecting its historical significance and nature conservation value. A Canal Action Plan will be developed in partnership with the Canal and Rivers Trust to identify site specific improvements for access, safety, quality of environment and increased biodiversity.

The Growth Zone will be supported by the development of a detailed masterplan and design codes. This will support the delivery strategy for providing an appropriate mix of residential and employment space. It will also ensure a holistic approach to improved community facilities, new affordable homes, improved transport network and a connected network of green spaces.

Policy GZ12 Digbeth Growth Zone

There is capacity to deliver over 10,000 new homes in this growth zone over the plan period. To ensure that this scale of development can be delivered sensitively and sustainably, the following requirements will apply to development in this area:

- Developments must complement and be compatible with existing creative and cultural uses to protect and support the unique characteristics of the area. The development of large-scale media uses will be supported where they can complement these existing uses.
- Development proposals that co-locate employment and residential uses will be supported where both elements of the proposal would not impact negatively upon the amenity and function of either use. Employment generating uses will be located at ground floor level to create frontages.
- Where employment uses are proposed they will be in the form of affordable workspace. This will be secured through conditions and/or developer contributions to ensure that they continue to remain affordable and adaptable for future occupiers.

- Convenience retail will be supported as part of residential-led mixed use schemes to meet the needs of residents, providing that this does not undermine the provision of affordable workspace.
- Developments adjacent to the canals will be designed in ways that enhance and increase activity along the network and improved access. This will be achieved by more active frontages on to the canal and new pedestrian access points.
- Contributions will be sought from all developments in this growth zone to enable wider improvements to highways and the public realm, canal corridors, walking and cycling routes, the delivery of Duddeston SkyPark and the Bordesley Viaduct Low Line pedestrian route.

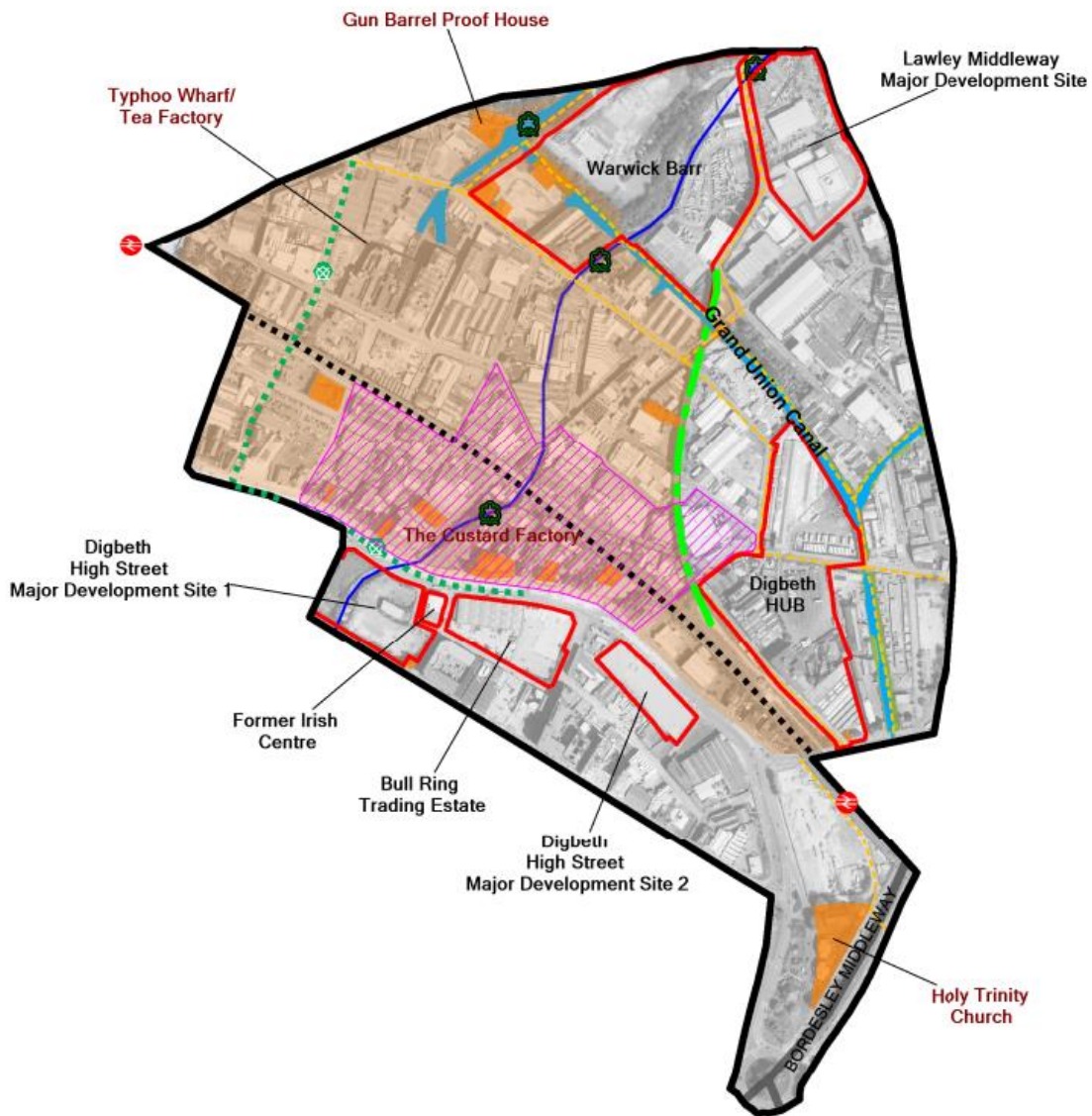
Key infrastructure requirements

- Metro
- Duddeston SkyPark
- Bordesley Viaduct Low Line pedestrian route
- Canal enhancements
- Environmental improvements to the River Rea, including improved access and remodelling of the watercourse.
- Public realm improvements
- Remodelling of the ring road to enable better connectivity with Bordesley Park.

Proposed site allocations within Digbeth and Garrison Park Growth Zone

1. Digbeth HUB
2. Warwick Barr
3. Lawley Middleway Major Development Site

Digbeth Growth Zone



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KEY

- | | | |
|---------------------------------------|---|---------------------------|
| Growth Zone Boundary | Public Green Space | Station |
| Site Allocations | Nature Recovery Network - Core Habitat Zone | Rail Line |
| Conservation Areas | Canal | Metro Extension and Stops |
| Statutorily Listed Buildings | Watercourse | Cycle Routes |
| Night Time Economy Zones | Major Highway | |
| Duddeston Viaduct Sky Park (proposed) | | |

GZ13 Bordesley Park

Introduction

Bordesley Park lies immediately to the east of the city centre and comprises the area covered by the Bordesley Park Area Action Plan (BPAAP). It includes the traditional inner areas of Saltley, Bordesley and Small Heath, with a wide variety of housing, business and commercial uses – including important local centres at Alum Rock and Coventry Roads. The area has a diverse population, and this is reflected in many of the facilities that are present in the area – including its schools and community buildings, shops and services and local community events.

Vision for the Bordesley Park Growth Zone

Bordesley Park will continue to be the focus for development and regeneration with the delivery of significant employment opportunities at the Bordesley Park site (the former Wheels site), new housing across the area including at Cherrywood Road and Garrison Park Quarter (which forms an area on both sides of the Middleway and in part is also covered by the Digbeth Growth Zone) along with an improved environment and connectivity. Its local centres will continue to provide a wide range of facilities for local people and also those from further afield, complementing the existing network of schools, colleges and other community facilities. The Garrison Park Quarter provides the potential for the creation of a new residential neighbourhood with scope for new homes and workspaces and which can assist with improved connections between the wider Bordesley Park area and the city centre.

Background and justification

The Growth Zone will see the further regeneration of the area immediately to the east of the city centre as set out in the Bordesley Park Area Action Plan adopted in January 2020 following significant local consultation. Opportunities have also been more recently set out in the East Birmingham Inclusive Growth Strategy adopted in 2021 and within the Central Birmingham Framework. This will include:

Bordesley Park - the reclamation and transformation of Bordesley Park (former Wheels) site to contribute to the delivery of up to 3,000 jobs and training opportunities across the area. The site is identified as one of the city's major development opportunities to deliver local economic growth that will provide a range of opportunities for local people. Development has the potential to enhance the setting of HMS Forward and the Darul Barakaat Mosque at Venetia/Tilton Roads.

Cherrywood Road – the ongoing promotion of housing development at Cherrywood Road/Norwood Road and at the northern end of Cherrywood Road adjoining the railway. The scope for new housing development is set out in the BPAAP and the Urban Centres Framework, and this continues to be explored with landowners and development partners. The Cherrywood Road area has potential for additional housing on sites which comprise poorer quality commercial premises and which are recognised as being detrimental to the general character and environment of the area. In some cases, such uses could be considered non-conforming, and relocation potential will be explored. The opportunity nearest Bordesley Green has the potential to include a wider area of change that could deliver a more substantial residential-led mixed use development that could contribute to an enhanced and reconfigured local centre and wider environmental improvement as well as delivering new housing. Development could be supported through the preparation of a master plan or design codes for the area.

Garrison Park and Middleway – to reflect emerging proposals in the Central Birmingham Framework, which promotes an improved city quarter connecting Digbeth with Bordesley Green with a wide range of opportunities for new homes and workplaces. There is potential to remodel the ring road, restore the historic Garrison Park and opportunities for new residential development, including some at higher density and which could overlook the park. The wider Garrison Park Quarter comprises land to the west of the Middleway which is covered by the Digbeth Growth Zone. Further master planning and engagement with landowners, businesses and existing residents will assist in bringing detailed proposals forward.

Adderley Park – education and community focus, building upon the established principles set out in the BPAAP. This will include further works to enhance the facilities at the park and bring forward the development opportunities that adjoin the park to the west and south. This could include the development of a wider range and mix of uses incorporating employment, education and community uses along Arden Road and Adderley Road. This will also improve the setting of the Adderley Primary School which currently suffers poor relationships with business premises.

The local centres of Alum Rock, Coventry Road and Bordesley Green are identified as priorities for investment in the BPAAP and the Urban Centres Framework. Both Alum Rock Road and Coventry Road are designated as District Centres and are recognised as being amongst the busiest and most vibrant centres in the city with further potential for growth, including through the development of vacant sites and potentially some of the existing poorer quality premises. Both centres serve local and wider catchment areas, each having specialisms in terms of their offer and attractions. Bordesley Green is a smaller centre with a poorer environment including around the busy Bordesley Green and Victoria Street junction (historically known as Five Ways). This centre presents significant potential, including redevelopment opportunities relating to the housing proposals at Cherrywood Road and the development of a rapid transit route through the area which will assist in unlocking further development opportunities.

Key Parks and open spaces – Bordesley Park contains a wide range of parks and open spaces – ranging from the historic Small Heath, Adderley and Garrison Parks through to areas created following redevelopment such as Sara, Kingston Hill and Morris Parks. Such areas provide a wide range of facilities and have scope to be a greater focus and asset for the areas that they serve as well as offering enhanced amenities and community safety. As well as the numerous parks and other open spaces, the area contains other important green and blue infrastructure – including the Birmingham and Warwick Junction Canal to the west, the Grand Union Canal along the south of the area and also the River Rea which passes, mainly in a deep channel, through Duddeston. All such facilities are important for ecology, leisure and local amenity and have scope for improvement, contributing to enhanced amenity and connectivity.

Connectivity – A wide range of measures are proposed to enhance connectivity to and through the area including the development of rapid transit routes along the A45 (Sprint) and Bordesley Green (Metro) and potential improvements to existing railway services and local stations. This will include the development of Bordesley Chords to allow additional rail services on the Camp Hill line to the south to run into Moor Street station in the city centre. The importance of safe walking, cycling routes and facilities for electric vehicle charging are acknowledged. There are opportunities to improve linkages to the city centre, including across the Middleway which presently acts as a barrier to east- west movement.

Policy GZ13 Bordesley Park Growth Zone

Future growth and development will be brought forward in line with the policies set out in the Bordesley Park Area Action Plan. Future development will need to ensure:

Bordesley Park

- Reclamation and development for employment purposes of the Bordesley Park (former Wheels) site to contribute to delivering up to 3000 jobs and training opportunities in the AAP area.
- Provision of a range of units and phasing to reflect market requirements.
- Improved access to the site will be provided along with high quality public realm detailing.
- The candidate Site of Local Importance for Nature Conservation (SLINC) on the western edge of the site will be safeguarded along with further measures to deliver additional green infrastructure.

Cherrywood Road

- Provision of new housing [including as part of residential-led mixed use developments](#), with further opportunities provided on sites occupied by obsolete industrial premises and in proximity to the Bordesley Green Local Centre to be redeveloped for housing which meets local need.
- The extension of the site of Bordesley Green Girls' School to enable the improvement of the school's setting and facilities.

Garrison Park and Middleway

- The creation of a new residential district providing a range of housing and workplaces, and enhancement of the setting and facilities of Garrison Park.
- The facilitation of remodelling of the ring road to enable improved linkages between the wider Bordesley Park area and the city centre.

Adderley Park

- The development of new education, leisure, and business uses surrounding an improved community park and enhanced setting for Adderley Primary School.

Local centres

- Alum Rock Road, Coventry Road and Bordesley Green will continue to be the focus for retail, services and community facilities and environmental improvements.

Key Parks and open spaces and blue infrastructure

- Improvements to the area's parks and open spaces including Small Heath, Garrison, Morris, Sara, Kingston Hill, Adderley, Henry Barber and Denbigh Street parks.
- Potential dual use of education sites is considered, subject to safeguarding considerations.
- The provision of additional sports, leisure and community facilities, including a new or reopened swimming pool in the area
- Enhancement of, including the setting of, the Birmingham and Warwick Junction Canal, the Grand Union Canal and River Rea to secure ecological, leisure and amenity and connectivity benefits.

Connectivity

- Support for a range of measures including the further extension of Sprint and Metro, improvements of the environment, accessibility and services at Adderley Park and Small Heath railway stations and the implementation of the Bordesley Chords.
- Improvements to enhance opportunities for walking and cycling throughout the area including links to and along the canal network and across the Middleway.

Key infrastructure requirements

- Junction and highway improvements to serve the Bordesley Park site
- Off-site highway works relating to the Bordesley Park site.
- Transport infrastructure relating to Metro, Sprint, improvement of Adderley Park and Small Heath railway stations, enhanced pedestrian and cycling facilities and EV charging points.
- Potential works to the Middleway to enhance pedestrian linkages across the proposed Garrison Park Quarter.
- Enhanced open space including Small Heath, Sara, Henry Barber, Adderley, Denbigh Street, Kingston Hill, Morris and Garrison Parks) and Playing Fields (including the Former MEB playing fields, Green Lane)
- Improvements to the Grand Union Canal and the River Rea
- Enhancement of school sites and community facilities including the Small Heath swimming pool.

Proposed Site allocations within Bordesley Park Growth Zone

1. Former Wheels site
2. Humpage Road/Cherrywood Road, Bordesley Green
3. Land at Cherrywood Road, Bordesley Green
4. Parkfield Road/Anthony Road
5. Land bounded by Coventry Road/ Bolton Road/ Arthur Street

Bordesley Park Growth Zone



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KEY

| | | |
|--------------------------------------|---|---------------|
| Growth Zone Boundary | Statutorily Listed Buildings | Watercourse |
| Site Allocations | Core Industrial Areas | Station |
| Urban Centre - Alum Rock Town Centre | Public Green Space | Rail Line |
| Coventry Road Town Centre | Nature Recovery Network - Core Habitat Zone | Cycle Routes |
| Bordesley Green Local Centre | Canal | Major Highway |
| Green Lane Local Centre | | HS2 |

GZ14 Hockley and Soho Hill

Introduction

Hockley is one of the oldest neighbourhoods within Birmingham and is located to the west of Birmingham City Centre, with connections to the Jewellery Quarter and Handsworth. It is characterised by a mix of industrial and residential land uses, with limited green space. Pedestrian movement is constrained by the Hockley Flyover, which is a major obstacle, that prioritises car traffic and has created a poor public realm. The flyover also detracts from local assets within the space, such as, the William Mitchell mural and Gurdwara Babe Ke.

Soho Hill is part of the Lozells and Soho Hill Conservation Area and includes the buildings of St. Michael's Church, Guru Nanak Nishkam, King Edwards VI School and Soho House. The northern part of the Growth Zone is included in Soho Road District Centre, which includes a wide range of shops and services, providing a vibrant centre that is well regarded for its cultural diversity.

Vision for Soho and Hockley Hill Growth Zone

Hockley and Soho Hill will be transformed into a people focussed vibrant location with a defined character that benefits from enhanced connectivity to the city centre and to neighbourhoods to the west and north. The medium to long term aspiration to remove the Hockley Flyover would enable the development of a central public square for Hockley within Hockley Circus, with natural green infrastructure, places for people to relax, and access to a range of local services. It would also provide opportunities for new homes to be delivered in a space that was once occupied by road infrastructure. The remodelling or redevelopment of derelict buildings will improve the environmental quality of the area and attract investment in employment, leisure, and community uses. Higher density development will contribute to the design of the new square and a 'Green Corridor' will offer walking and cycling routes.

The area will be a welcoming and safe space for people to use and travel through. In association, an improved public realm will create a more vibrant area, that attracts additional investment. It will also improve access to Soho House and provide means for other historic, religious, and cultural assets in the area to be more easily visited. The regeneration of the Bill House site will act as a catalyst for the Soho Hill area of the Growth Zone and provide a landmark building for this area of Soho Road.

Background and justification

The Central Birmingham Framework (2024) identifies several key areas in Hockley where bold changes could be made, to assist in its future renewal and growth. The A41 Corridor Framework, a non-statutory framework adopted in 2015, provides guidance on the regeneration of the Soho Road Town Centre and surrounds.

Townscape and Environment

The Lozells and Soho Hill Conservation Area includes an eclectic mix of historic buildings including early 19th century classical villas, and coach houses. This is interspersed by the introduction of early to mid-20th century commercial and works buildings such as Bill House and the Telephone Exchange. The Conservation Area has been identified by English Heritage as being at risk and highly vulnerable, due to significant deterioration. The attraction of new investment and development could assist in combating this decline.

Soho House was the former home of industrialist Matthew Boulton and is now a museum would benefit from improved connections to its surroundings. The area also includes the Gurdwara Babe Ke and the Grade II* Listed former Icknield Street School which would benefit from improved setting and investment.

Land and sites around the Hunters Road area have been identified as offering potential for redevelopment in the Central Birmingham Framework (2024). Hunters Road, Nursery Road, and surrounds are home to a range of industrial uses as well as vacant sites. This includes larger industrial uses and small business units and workshops of varying scales. Hockley Brook is culverted throughout the Growth Zone. The culverts are in poor condition due to age, and capacity is exceeded in storm events. Opportunities to -naturalise the watercourse in line with Local Plan Policy CE7 will be encouraged. Other green infrastructure is very limited within the area.

Transport and Movement

The Hockley Flyover was constructed in the 1960s. and covers 25ha of land. The pedestrianised space and subways within the roundabout are dated, lacking natural surveillance from the outside, and is perceived as being unsafe to use. Remodelling the highway infrastructure would allow for the redevelopment of the surrounding underutilised sites, providing opportunities for a mix of residential and employment. The Council will undertake further feasibility work to understand the implications of removing this highway infrastructure.

Whilst the removal of flyover will provide a catalyst for change in the area and unlock underutilised sites, several of the opportunities in the area can come forward before the flyover is removed.

The A41 is an important and busy arterial route. Current public transport provision along Soho Road is good. However, visibility and accessibility of the Metro stations from Soho Road could be enhanced through better signage and improved walking routes. Cycle facilities are limited and should be improved. The Birmingham Transport Plan supports the downgrading of side roads and there are opportunities to explore changes to traffic and pedestrian routes to improve movement in the area.

Soho Road District Centre

Part of the growth zone falls within Soho Road Town Centre. While the centre is characterised by low vacancy rates, the eastern end of the centre is less successful. The Bill House site allocation represents the most significant opportunity for new development.

Policy GZ14 Hockley and Soho Hill Growth Zone **Creating a vibrant corridor**

- Development of sites along the A41 corridor must include a mix of uses with active frontages at ground floor level within the Soho Road Town Centre and at Hockley Circus. This could include education, community, and commercial uses.
- Significant housing growth will be accommodated along the A41 corridor with the potential for 1,900 new homes.
- Underutilised or poor quality industrial buildings throughout the growth zone, will be considered for redevelopment or re-use to create new and improved sites for employment or residential uses.

Transforming Hockley Circus

- Hockley Flyover will be remodelled or completely removed, enabling new residential developments to be created.
- Development will facilitate the delivery of a new public square and high-quality public realm.
- Innovative urban living and family housing will be encouraged in this area.
- The Hunters Road and surrounding area will provide significant residential-led development, with some commercial units at ground floor level, to meet the daily living requirements of residents.
- The remodelling of older brick buildings for community, leisure and places of worship will be encouraged to retain the character of the area.
- The Grade II Listed 1968 William Mitchell climbing-wall murals are an important asset that needs to be protected and celebrated, with a new home provided as part of redevelopment.
- Schemes must take a comprehensive approach to design and public realm to deliver the cohesive redevelopment of the area as a whole.

Enhancing Soho Hill

- The Bill House site will be redeveloped through a comprehensive and high-quality designed, mixed-use development providing landmark buildings for Soho Hill and Soho Road Town Centre. Bill House is located within the Conversation Area and developers must demonstrate that full consideration has been given to the creative adaptation of the building. Any proposals for demolition will need to be fully justified and evidenced.
- The site at the junction of Soho Hill and Hamstead Road (site allocation reference) should be developed for a comprehensive mixed-use redevelopment for commercial uses on the ground floor and residential development above and to the rear of the site. This site should provide a landmark building with distinctive character to mark the entrance to i Soho Road District Centre. The Soho House Museum and St Michael's Church both hold important heritage value and provide green spaces, in an area where good quality green space is limited. New purposes and improved access to these places for the local community and visitors to Birmingham will be encouraged, to assist in the promotion of Hockley as a tourist destination.

Providing new public space and high quality townscape

- Opportunities to green currently under-used spaces and improve access and the quality of existing green spaces is strongly supported. Green spaces in Hockley and Soho Hill are currently limited and all new developments will be expected to include innovative green infrastructure as a priority.
- A high-quality public realm will complement the green infrastructure and the contemporary design of the new public square created in space provided by the removal of the Hockley Flyover. Informal seating areas will enable cafés to operate and for community activities to be held, which will assist in activating the square and make it feel an inclusive space for all.
- Green spaces associated with existing heritage assets, longstanding vacant industrial sites and garden backlands all pose the potential to support nature and wildlife and to make Hockley a greener neighbourhood and their enhancement will be supported.
- The potential opening of the Hockley Brook, that runs through the area should be explored, to introduce water elements to the green infrastructure.

Delivering a well-connected community and people focussed environment

- The removal of Hockley Flyover will address the severance caused by the road infrastructure and unite the different communities of Soho Road, Lozells, Handsworth, Newtown, Ladywood, and the Jewellery Quarter.
- A joined-up transport strategy will be developed, with a new 'Green Corridor' along the A41, to connect Hockley with both the city centre and Soho Road in Handsworth. The corridor will also provide a safe travel route for pedestrians and new bus lanes will encourage increased use of public transport and lessen car dependency in the community.
- The potential opening of a new tram stop at Lodge Road will be explored, to provide sustainable travel options for the new and existing communities. A new tram stop would also support the renewal of the row of shops and flats on Lodge Road, that need improvement.

Key infrastructure requirements

- Remodelling and/or removal of Hockley Flyover
- Development of new public square, with green infrastructure
- Creation of a Green Corridor along A41 - from Hampton Great Row to Soho Road
- Public realm improvements on Soho Hill - including improved access to Soho House Museum
- Creation of new tram stop at Lodge Road
- Re-opening of Hockley Brook and new water management measure

Proposed site allocations in Hockley and Soho Hill Growth Zone

1. Hunters Road and Surroundings
2. Junction of Hamstead Road and Soho Hill
3. Heaton House
4. Bill House
5. Former Muhammed Ali Sports Centre & Surroundings

Hockley Growth Zone



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| KEY | |
|---|------------------------------|
|  | Growth Zone Boundary |
|  | Site Allocations |
|  | Conservation Areas |
|  | Statutorily Listed Buildings |
|  | Public Green Space |
|  | Local Centre |
|  | Major Highway |

GZ15 Gib Heath

Introduction

Gib Heath is located to the north of Birmingham City Centre. It contains mixed land uses with housing to the south and north, industrial premises clustered to the west and open space at Gib Heath Park and Bacchus Road Park. The proximity of Soho Benson Road Metro station means that the area is well connected by tram via Soho Benson Road Metro Station to Birmingham city centre and the wider West Midlands region.

Vision for Gib Heath

Gib Heath will become a mixed-use neighbourhood with new homes and enhanced green infrastructure through improvements to Gib Heath Park's natural environment and its accessibility to the local community. New open spaces and green infrastructure will connect Gib Heath Park and Bacchus Park, and to the neighbouring growth zone at Hockley, focused along the Hockley Brook. Higher density residential development will be focused around Soho Benson Road Metro stop.

Background and justification

The area is served by the Soho Benson Road Metro stop, and has easy access to public transport, shops, and services at Soho Road. Most properties to the south of Park Road are in non-industrial uses (e.g. places of worship, community centres, a public house, and a bathroom showroom) or are vacant or derelict. Park Trading Estate is also mainly occupied by businesses that would fall within class E or a Sui Generis use. The evidence indicates that the policy should encourage residential led mixed use development.

The area to the south of Factory Road is occupied by sui generis uses predominantly motor vehicle garages and storage premises. Given their proximity of these activities to the primary school and the residential properties on Factory Road and South Road, this area should not be protected for industrial uses. The area to the north of Factory Road is also suitable for redevelopment for residential uses and create a more sustainable environment and an improved setting for the school.

Gib Heath Park is the main green space for the neighbourhood. Part of the Hockley Brook runs along the northern edge, which will be incorporated into the wider regeneration scheme of the park and options should be explored to uncover it and provide a sustainable waterfront element to enhance its character.

Bacchus Road Park is located to the west of Gib Heath and is bordered by Park Road, Bacchus Road, Berry Street and Benson Community School. Bacchus Road Park covers an area of 1.49 Ha. The park is suitable for walking, and family activities, and features sports facilities such as a multi-sport court.

There is an opportunity to create a green corridor between Gib Heath Park and Bacchus Road Park, and for reconfiguration and/or improvements to Gib Heath Park, as part of the redevelopment of the wider area; this should increase the overall provision of green space in the area and should accommodate a variety of improvements to access and security, biodiversity, as well as the introduction of play facilities.

Policy GZ15 Gib Heath Growth Zone

Transformation of employment areas to new communities

- The Gib Heath Growth Zone will deliver at least 528 new homes, along with ancillary commercial uses and community facilities.
- The area around Gib Heath will be redeveloped for high quality residential uses, focusing on the provision of family homes, creating a new community between Gib Heath Park and Bacchus Road Park.
- A comprehensive approach to the layout and design of schemes should be taken to ensure a coherent approach across the site overall.

Creating a green and sustainable community

- The two existing parks in the area should be connected by new green spaces and corridors that are well sited and enhance the setting of the new residential development. Green infrastructure should also maximise connectivity with public transport and local facilities.
- The potential for reconfiguration of land of the Gib Heath Park for residential development could be explored where proposals would be in accordance with Open Space Policy EC14 and where this is aligned with the creation of new and additional green space within the Growth Zone. Gib Heath Park should benefit from new access points, biodiversity enhancements, landscaping, and facilities.
- The provision of children's play and sports facilities to meet local need should be fully integrated through redevelopments within the area.
- Hockley Brook should be naturalised and enhanced, providing a linear route through the Growth Zone and linking to the Hockley area.

Key infrastructure requirements:

- Improvements to green infrastructure
- Enhancements to Hockley Brook

Proposed site allocations within Gib Heath Growth Zone

1. Gib Heath

Gib Heath Growth Zone



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| KEY | | | | | |
|---|----------------------|---|------------------------------|---|---------------------|
|  | Growth Zone Boundary |  | Statutorily Listed Buildings |  | Cycle Routes |
|  | Site Allocations |  | Public Green Space |  | Watercourse |
| | | | |  | Metro Line and Stop |

GZ16 Villa Park and Witton

Introduction

Located within the Aston area of the city, to the north of Birmingham City Centre, this Growth Zone incorporates Villa Park, Aston Hall and Park, Witton railway station, Aston railway station and Witton Local Centre.

Vision for Villa Park and Witton Growth Zone

This area of the city will become a world class destination, focussed on Villa Park stadium and the adjacent Grade 1 listed Aston Hall and Registered Historic Park, with a thriving local community at its heart. New homes will be delivered on underused employment land along Tame Road, encouraging new people to move into the area. New opportunities for development and investment within and around Witton Local Centre will ensure this area meets community needs but also provides a focal point for visitor activity. Connectivity to the surrounding high quality industrial areas, swill be improved, providing links to jobs for the local community.

Congestion in the Witton Local Centre area and surrounding residential streets will be addressed through a targeted investment programme in infrastructure and services, including enhancement to Witton Station and improved active travel links to Aston Railway Station.

The area will have a distinct identity informed by the historic environment. The value of Aston Park as a community green asset will be optimised through better integration with surrounding neighbourhoods. Through the greening of streets and the incorporation of green infrastructure around the stadium, the area will be transformed, and Villa Park will once again sit within the grounds of Aston Hall. These improvements will result in an enhanced visitor experience, providing an improved setting for Aston Hall, Villa Park and Aston Church within an extended Aston Park that connects through to other green assets, such as the naturalised River Tame, resulting in an improved environment for people and nature.

Background and justification

Villa Park has been home to Aston Villa football club since 1897 and has a current seating capacity of 42,657. Like with most sports stadiums, it has been gradually developed over time with the current structures erected between 1976-2001. The club is committed to investing in their future and has bold proposals to increase capacity and facilitate a wider range of activity at the site.

Aston Hall is a Grade I listed Jacobean house built in the mid-17th century and is now a community museum managed by the Birmingham Museums Trust. The hall sits within Aston Park, a Registered Historic Park that provides a focal point for community events and a place of relaxation for visitors, along with catering for leisure and sporting activities.

Witton Local Centre has a variety of shops and services meeting the surrounding community's needs. The area is well served by public transport with Witton railway station and Aston railway station located within the Growth Zone. Despite these assets the area needs investment, the quality of environment is poor, especially within the local centre.

Identifying the area as a Growth Zone recognises the important role Villa Park plays in the built form and economy of the surrounding area. Aston Villa are looking to make significant enhancements to their ground. They have planning permission for the creation of improved facilities, including a new multi-use leisure building to provide match day and non-match day facilities for sports, retail, commercial and community uses.

Connectivity

At present the surrounding residential areas, local centre and transport links are run down and in need of investment. The stadium sits between Witton and Aston and the area becomes very busy on match and event days. A key element of the proposed improvements to the area are enhancements to Witton railway station along with improved pedestrian links to this station and Aston railway station. Detailed work is currently being undertaken by West Midlands Rail Executive to establish what improvements to Witton railway station are deliverable.

It is recognised that congestion is an issue in the area and not just on match and event days. In the longer term a programme of interventions will be delivered that address this and help to create a people focussed environment. This may include the downgrading on some of the road network, the creation of pedestrian priority streets and measures that reduce the impact of issues such as pavement parking. The Council will continue to work with the football club to keep the Transport Management Plan and Match/Event Day Management Plans for the area up to date and associated improvement measures implemented.

Historic Character

There are several significant historic features which should be protected to enhance the character of the area. Aston Hall is a Grade I listed Jacobean mansion of 1618-35 and Aston Park a Registered Park and Garden (also included in the grade I list boundary of the Hall) as well as Aston Hall's Stable Range and Lodges. Also within the Conservation Area is the grade II* Church of St. Peter and Paul and locally listed Holte Hotel. To the north of the stadium is the grade II listed Witton Lane Tramway Depot. Non-designated heritage assets considered to contribute to the historic character of the area include the Aston Hotel, and the Victorian hall building several doors down on Witton Road. Much of the area that surrounds the north, west and east of the grounds consists of Victorian brick terraced housing, contributing to a largely intact historic setting.

Green Infrastructure

Aston Hall provides a large green space for the local community. Further integrating the Hall and Park with the surrounding neighbourhoods, with enhanced green infrastructure, will help to optimise the value of this important community asset. Through the greening of surrounding streets Villa Park can be better integrated with Aston Park, enhancing both visitor attractions, allowing for more linked trips and improving the environment of the area as a whole. This will include improvements to, and activation of Witton Lane Gardens which is currently underused by the community and visitors.

The River Tame could be opened up to offer an improved environment for people and nature. This would be in line with the policy aspirations of Local Plan policy CE7. The area is within Flood Zone 2 and 3, and by renaturalising the river the risk of flooding could be reduced. The creation of a 30-meter easement along the river will help to deliver this and provide space for people to enjoy the enhanced waterside location. Developments along the river will be expected to support the delivery of the easement unless otherwise justified.

Witton Local Centre

Witton local centre is the busy heart of the area but offers poor environmental quality and a lack of diversity in its offer. Investment in the existing shop fronts, hotel and banqueting suite along with new developments and enhancements to the public realm would help to transform this local centre, capturing more of the spending power of those visiting the stadium and better meeting the local community's needs.

Jobs and Homes

High quality employment uses within the Growth Zone boundary will be protected. Sites that fall within Aston Regional Investment Site play an important role in the city's economy. Linkages to these businesses will be improved where feasible.

Underutilised employment sites offer opportunities for new housing. Westwood Business Park has been removed from the Core Employment Area as it no longer provides a high-quality environment for businesses. As sites become vacant the area will be redeveloped for housing, creating an attractive residential environment that has a better relationship with surrounding housing. There is also the potential for industrial uses along Tame Road to be redeveloped for housing, providing an improved environment along the waterfront. The Aston Villa Training Academy is currently poorly integrated into the surrounding area, creating dead frontages along Tame Road. The Council will work with Aston Villa to explore the potential to bring forward uses on part of the site that would continue the established historic building line and bring more life to the area.

Proposals that enhance existing housing through measures such as upgrading of neighbourhood environment and improving energy efficiency of homes will be supported. Consideration will be given to creating more public realm and addressing congestion within residential streets through the reallocation of highway and kerbside space currently allocated for parking to other uses.

The Vicarage Road housing estate has been identified as a Housing Action Area due to the level of Council ownership and the date of the housing stock. This is a long-term aspiration for the area and further detailed masterplanning work will be undertaken, which will include working closely with the communities. This could include greater density of homes given the proximity to Aston railway station, the creation of a linear forest that acts as buffer to the Aston Expressway, pedestrian linkages to the railway station and an improved relationship with the surrounding industrial uses.

Developers will be expected to work with the community to understand their needs and support community development.

A masterplan is being produced by the City Council in partnership with Aston Villa Football Club and Transport for West Midlands. This will assist the delivery of transformational regeneration within the area in line with the Growth Zone policy.

Policy GZ16 Villa Park and Witton Local Centre Growth Zone

A world class tourism and leisure destination

- Investment in Villa Park as a sporting and leisure facility will be supported where it can be demonstrated that any negative impacts on the surrounding community can be mitigated. The Council will continue to support the clubs' aspirations to become a live entertainment venue that offers a mix of leisure and sporting events.
- The setting of Villa Park will be transformed through the integration of green infrastructure, removing the barriers between Aston Park and the Stadium, extending the park and uniting these landmark features.
- Aston Hall and Aston Park will be protected and enhanced as key historic features and cultural facilities. All new development must consider how links to these assets can be enhanced. The area's green infrastructure will be enhanced through opening up of the River Tame and incorporating green infrastructure within new development.
- The retention and re-use of other historic buildings will be encouraged, especially Holte Hotel and Witton Lane Tramway Depot.
- River Tame is a channelised river that runs through part of the area, providing an opportunity for the creation of a linear walkway and heaven for wildlife. The waterway has been designated under Local Plan Policy CE10 for enhancements, including

renaturalisation, and development proposals will be expected to take opportunities to improve the watercourse as a feature in the area.

A vibrant Local Centre

- Witton Local Centre will be enhanced through a programme of public realm improvements, green infrastructure and wayfinding. This will help to create a local centre that is more attractive to both the local community and visitors. Improvements to how vehicles move around the area will address congestion and the impact the junction has on the quality of the local environment.
- The Witton Lane units and car park site within the local centre has been identified as a redevelopment opportunity. This should incorporate a mixture of town centre uses including retail, community, culture, and leisure. The provision of a high-quality hotel within this redevelopment would be supported.
- Proposals for enhancements to existing retail units and the diversification of uses from retail to other appropriate town centre uses within the local centre will be supported. Historic buildings such as Aston Hotel and the Victorian hall on Witton Road will be protected and enhanced.

A strong local economy and thriving community

- High quality employment uses within the Growth Zone boundary will be protected under Local Plan Policy EC3 and links to the Core Industrial Areas must be enhanced
- Areas of previous industrial uses that are no longer fit for modern day industrial businesses will be redeveloped to provide high quality homes, helping to bring new communities to the area. These includes Westwood Business Park and industrial units on Tame Road.
- There may be some potential for non-residential uses to be provided and / or retained where they support the overall vision and vitality of the area. -This could include the re-use of existing buildings that are considered to enhance the character of the area.
- Opportunities to enhance the residential environment along Tame Road will be sought. Connectivity from Tame Road to the rest of the Growth Zone and beyond will be improved through the potential new link to the railway station and the opening-up of the River Tame. The setting of Aston Villa Training Academy will be improved through the delivery of residential units along Tame Road, continuing the historic street scene.
 - The Council will continue to work with the Aston Villa Football club to optimise opportunities for local employment and training along with access for the public to sporting and community facilities within the stadium complex.
 - Opportunities to improve the facilities within Aston Park and in Witton Lane Gardens will be sought to ensure the community has access to high quality open space, sporting and play facilities.
 - Vicarage Road Housing Action Area provides an opportunity for an improved residential environment to be created with enhanced linkages to Aston railway station and a better relationship with surrounding features such as the Aston Express Way and industrial units.

A well-connected people focussed environment

- Witton railway station will be enhanced including the potential for a direct link to Aston Villa Football Club and Aston Villa Training Academy.
- Improvements to other public transport facilities will also help to ensure the area is highly accessible, including enhanced walking links to Aston railway station.
- . All development will be expected to contribute to improving connectivity within the area by active travel modes.
- Opportunities for the pedestrianisation of streets, the reallocation of highway and the use of one-way routes will be explored to support the vision for a well-connected people focussed environment, to help better link the park with the stadium and to address the impact of congestion on the community.
- It is recognised that there will need to be a degree of car parking provided to support the sport and leisure activities at Villa Park. The provision of car parking around Villa Park will be well managed and include a programme of infrastructure interventions to

limit the impact on the surrounding community, make best use of land and encourage sustainable modes of transport.

Key infrastructure requirements

- Public Transport Investment, including new bus stops, enhancements to Witton railway station and improved pedestrian linkages to Aston railway station.
- Improved pedestrian and cycle facilities
- New and improved pedestrian environment throughout the Growth Zone
- Greening of the area through opening up the River Tame and extensive tree and other planting
- Improved links to Aston Park
- Road network interventions and greening of streets

Proposed site allocations within Villa Park and Witton Local Centre Growth Zone

1. Site on Witton Road adjacent to entrance to Witton railway station
2. Tame Road industrial units along the River Tame
3. Corner of Witton Road and Witton Lane
4. River Tame Corridor
3. Westwood Business Park

Villa Park and Witton Growth Zone



NORTH
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| KEY | | | | | | | |
|-----|-----------------------|--|------------------------------|--|--------------------|--|---|
| | Growth Zone Boundary | | Site Allocations | | Conservation Areas | | Station |
| | Housing Action Area | | Statutorily Listed Buildings | | Rail Line | | Nature Recovery Network - Core Habitat Zone |
| | Local Centre | | Public Green Space | | Cycle Routes | | |
| | Core Industrial Areas | | Watercourse | | | | |

GZ17 Perry Barr

Introduction

Perry Barr is located 3 miles north of Birmingham City Centre. It includes Perry Park and Alexander Stadium to the north, Perry Hall Park to the west, and Perry Barr local centre and rail station to the south. The River Tame runs through the area. The established residential area and local facilities have been enhanced by recent investment ahead of the Birmingham 2022 Commonwealth Games which has delivered improved transport and active travel connections, a new stadium, secondary school, and nearly 1,000 new homes, as well as unlocking land for further growth. The Perry Barr 2040: A Vision for Legacy masterplan provides a vision for regeneration in the area over the next two decades.

Vision for Perry Barr Growth Zone

Perry Barr will make the most of the opportunities arising from the Birmingham 2022 Commonwealth Games to become a place where people choose to live, work, play, and visit in ways which are equitable, healthier, better-connected, and climate resilient. It will be well connected; somewhere where new homes and activity will complement successful existing uses, a joined-up network of green and blue infrastructure will be prioritised, and the area's character and heritage will be celebrated.

Background and justification

Background

Perry Barr has long been identified as a location for growth, having the potential to support new homes and businesses. The relocation of Birmingham City University and the selection of Birmingham as Host City for the 2022 Commonwealth Games provided the catalyst for significant change in the area, unlocking opportunities for growth.

The ambition contained in the Birmingham Local Plan (2017) provided the context for more than £700m of public sector investment in the area ahead of the Commonwealth Games. This delivered a redeveloped rail station and multimodal transport interchange, highway reconfiguration to prioritise active travel, an enhanced stadium, a new secondary school and sixth form, new green spaces, and 968 new homes on the former BCU site as the first phase of delivering more than 2000 new homes.

To maximise the benefit of this investment, the Perry Barr 2040: A Vision for Legacy masterplan was prepared by the City Council in partnership with a range of delivery, funding, and community stakeholders. The investment delivered to date and the further enhancements envisaged through the masterplan mean the area can support significant levels of growth.

The masterplan identifies opportunities for change across five areas. It is a robust framework for the area and provides the basis for this Growth Zone policy. Relevant background from the masterplan and subsequent work is described in the following paragraphs.

Development Opportunities

The masterplan identifies significant development opportunities at Perry Barr Village, with Phase 1 providing for 1,414 new homes (of which 968 are completed) and Phase 2 for up to 500 new homes. The series of sites at Birchfield Gateway will provide around 400 new homes alongside active ground floor used including commercial and community spaces. One Stop Shopping Centre is an important local shopping facility. However, it is inward facing and forms a barrier between new communities and transport links and green corridors. The

Shopping Centre and land adjacent to the park could be redeveloped on a phased basis to provide a modern, sustainable local centre including leisure, retail, community facilities and services, as well as residential uses.

Land in employment uses along the River Tame corridor at the heart of Perry Barr has scope to deliver a range of new uses over time. The Greyhound Stadium currently operates as a leisure facility, as well as being the home stadium of the Birmingham Brummies Speedway.

There is the potential for sites awaiting development to provide for 'pop-up' temporary or meanwhile uses, such as sports pitches, cafes, spaces for entrepreneurs, and arts installations; this will contribute to the vitality of the area and support a thriving community.

Connectivity

Perry Barr is one of the best-connected suburbs in the city benefitting from an enhanced station, bus interchange and Sprint bus priority corridor. The relationship and connectivity between these services and the surrounding area and development opportunities is critical to creating a safe, pedestrian-orientated town centre and residential area, reflecting 'liveable neighbourhoods' principles. There is scope to better connect with other routes that link to other parts of the city, and particularly to expand the cycle network in the area.

Green and Blue Infrastructure

The area benefits from two significant parks, a series of well-loved allotments sites, the River Tame, Perry Reservoir, and the Tame Valley Canal. The masterplan identifies opportunities for improvements to both Perry Park and Perry Hall Park. It also proposes the 'creation of a green loop' utilising the river and parks to create new walking and cycling routes connecting the area in new ways and linking to onward routes.

Employment land

Land along the River Tame corridor adjacent to Walsall Road and Church Road provides for a mix of commercial uses of a range of quality. The current uses do not justify inclusion in the Core Industrial Areas. This policy and Site Allocation (3034) support the phased redevelopment of this area to better address the river and provide vibrant new uses including residential where appropriate. However, it is recognised that some businesses contribute positively to the Growth Zone, and that there is scope for some commercial uses to be retained and reconfigured. It will be important to support relocation of established businesses where this is necessary for the ongoing regeneration of the area.

Land at Tameside Way, which currently accommodates a broad mix of uses, is better suited to industrial uses. The Core Industrial Area set out in this plan has been extended to include this area.

Policy GZ17 Perry Barr Growth Zone

The development and regeneration of Perry Barr will deliver significant housing growth and the necessary supporting infrastructure to ensure that this is sustainable.

Perry Park

- A sustainable future for the Alexander Stadium complex as a regionally significant multi-purpose facility will be secured through uses such as sports, recreation, training and learning, health and wellbeing, flexible workspaces, youth facilities, local community uses, and visitor attractions such as a museum of athletics.
- Perry Park is an important local green space and provides a diverse range of sports and recreational facilities. Proposals to increase recreational activity within the park,

enhance its natural environment, and improve access to the park from the surrounding area, will be supported.

- St. John's Church is a heritage asset of significance, and, along with the associated church hall, provides important community facilities. Additional and enhanced facilities at the church hall which broaden the community offer whilst complementing the setting of the church will be supported.
- Perry Barr Yard is an ideal location for a water sports and recreation hub. Improved access points for people to reach the Tame Valley Canal will be encouraged.
- Opportunities to improve the Perry Villas estate through a range of interventions should be explored.

Perry Barr Village

- Perry Barr Village will be home to a new neighbourhood of around 2,000 homes. Nearly a thousand homes have already been completed, and the site allocations will provide the remaining balance.
- The development should provide high quality open space and facilities and uses that nurture 'healthy neighbourhoods.' Walking and cycling should be prioritised across the area, with the creation of attractive green streets which are safe and overlooked connecting the village to key destinations such as Prince Albert High School, Eden Boys School, the allotments, and Doug Ellis Sports Centre. Links will also be encouraged from the village to transport connections, shopping, and other services in Perry Barr Town Centre.
- The opportunity to open up links to Holford Drive Community Sports Hub and employment areas including the Wholesale Markets to the east will be fully explored.
- The repurposing of the locally listed former Hare of the Dog public house to provide community or commercial uses will be supported.
- The facilities at Holford Drive Community Sports Hub and the Doug Ellis Sports Centre will be protected and enhancement of these facilities to support their future use, including ancillary small local services or shops will be supported.
- Meanwhile uses which activate the area will be supported.

Perry Barr Town Centre

- Perry Barr Town Centre will be a focus for growth including commercial, residential, community, and learning uses. The town centre will be strengthened through the introduction of high-quality new homes and increased town centre activity.
- The redevelopment of One Stop Shopping Centre is a major opportunity that will be supported in line with the Site Allocation Policy.
- Perry Barr will be one of the best-connected suburbs in the city benefitting from an enhanced station, bus interchange and Sprint bus priority corridor. The relationship and connectivity between these services and the surrounding area and development opportunities is critical to creating a safe, pedestrian-orientated town centre.
- Birchfield Gateway is the focal point of arrival in Perry Barr from the east, west, and south along Birchfield Road. Redevelopment of sites on all four corners of the gateway will be encouraged in line with the Site Allocation to deliver new homes and local centre uses.
- Development should include integrated green infrastructure to create a pleasant environment that encourages people to spend time in the centre.

Perry Hall Park

- Access to Perry Hall Park from the local centre will be improved, with a new area of activity introducing space for play, informal seating, and town centre uses that will benefit from views of the park.
- Opportunities for new entry points to the park which enhance local movement and biodiversity networks will be supported.
- The playing fields within the park are well used, and improved facilities to support and enhance the formal sports uses, as well as opportunities for informal activity, here will be supported.

Walsall Road and River Tame Corridor

- Development fronting Walsall Road and Aldridge Road should contribute to the quality of the environment and vibrancy of the area by ensuring a mix of uses, active and attractive frontages, and where possible providing glimpses of or access to the improved River Tame corridor.
- Opportunities to expand the benefits for active travel in the area will be supported, including measures to prioritise pedestrians, enhance cycling infrastructure, and improve areas surrounding bus and Sprint stops.
- Opportunities to open up the River Tame corridor and increase the wildlife and amenity value of the watercourse will be encouraged provided there is no adverse impact on water quality, flood risk or the quality of the environment.
- Development of land currently in a mix of uses along the river corridor will be supported on a phased basis. It will be required to contribute to enhancement to the River Tame corridor and maximise the opportunity of the waterfront setting, in line with the Site Allocation .

The enhancement of Perry Barr Greyhound Stadium as a leisure use will be supported. Should the facility cease to operate in the future, it provides a unique opportunity to open up the River Tame which runs to the west of the site.

Key infrastructure requirements

- See Perry Barr Masterplan

Proposed site allocations within Villa Park and Witton Local Centre Growth Zone

1. Perry Barr Village Phase 1
2. Perry Barr Village Phase 2
3. One Stop Shopping Centre and adjoining land
4. Birchfield Gateway

Perry Barr Growth Zone



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KEY

| | | |
|------------------------------|---|---------------|
| Growth Zone Boundary | Core Industrial Areas | Station |
| Site Allocations | Allotments | Rail Line |
| Housing Action Area | Public Green Space | Cycle Routes |
| Statutorily Listed Buildings | Nature Recovery Network - Core Habitat Zone | Watercourse |
| Town Centre | Canal | Major Highway |

GZ18 Greater Icknield

Introduction

The Greater Icknield Growth Zone occupies a strategically significant location directly to the west of Birmingham's City Centre. The area is very accessible and within easy walking and cycling distance of significant employment, leisure, and retail opportunities. The A457 (Dudley Road/Spring Hill) runs through the area and acts as the main corridor route linking the City Centre to Sandwell/West Bromwich and the motorway network beyond. The area encompasses the Edgbaston Reservoir, Birmingham City Hospital, as well as the inner-city residential and mixed-use neighbourhoods of Spring Hill, Rotton Park and Port Loop.

Vision for Greater Icknield Growth Zone

To continue the transformation of the area with provision for a range of new homes, supported by a full range of community facilities, local shopping and working opportunities, and better-quality streets, parks and gardens. It will have strong connections by public transport, walking and cycling with improved links to the City Centre and other areas, utilising the canal network and existing primary routes to encourage active travel. Edgbaston Reservoir is set within a Local Nature Reserve and will be protected and enhanced. It is a social and cultural asset for a diverse range of communities within the growth zone, providing a focal point to bring communities together.

Background and justification

Location

Greater Icknield growth zone consists of Birmingham City Hospital bordered by the canal to the north, Spring Hill and Port loop developments to the east, Edgbaston Reservoir to the south and Moilliett Street Park to the west on the border with Sandwell Metropolitan Borough Council. The canal runs across the growth area creating a connection between Birmingham and Smethwick. Within the growth zone there are key employment locations including the Dudley Local Centre and some industrial uses.

Policy background

This area is one of the most significant areas of brownfield urban renewal in Europe. The area has the potential to play a major role in meeting the City's challenging growth agenda set out in Policy PG1. To maximise these opportunities, the Council has adopted two recent Supplementary Planning Documents which develop the vision for Greater Icknield set out in the previous local plan – the Smethwick to Birmingham Corridor Framework (2022) and the Edgbaston Reservoir Masterplan (2022). The Smethwick to Birmingham Corridor Framework was developed alongside Sandwell Council and other stakeholders. It provides a vision for the area and guiding principles which will be used by delivery partners. The Edgbaston Reservoir Masterplan, adopted by the City Council as a Supplementary Planning Document (SPD) in 2022, provides a clear vision and set of principles to ensure the sustainable transformation of the reservoir for all. The non-statutory Greater Icknield Masterplan also still provides relevant context, although elements are superseded by the Corridor Framework, and also by the Ladywood section of this Plan.

Growth opportunitiesA number of developments in the area have already commenced – Soho Loop has delivered 752 new homes, and the first phase of Port Loop has been completed. The new Midland Metropolitan University Hospital (MMUH) is in Sandwell, immediately adjacent to the municipal boundary. It is due to open in 2024 and will replace the

majority of the facilities at City Hospital. The Eye Hospital and Treatment Centre will be retained.

City Hospital is a major site currently occupied by the Sandwell and West Birmingham NHS Trust providing a wide range of services, including accident and emergency facilities. Following the relocation of a significant number of their services westwards along the A457 to the new Midland Metropolitan Hospital, most of the site will be surplus to their requirements and become available for redevelopment. This part of the Hospital site is owned by Homes England and will be redeveloped for primarily residential development.

While the vast majority of the existing buildings/structures on the site are to be demolished and removed, the existing former Infirmary Building frontage block, which fronts onto Dudley Road, to the southern end of the site, would be retained. The building is a local landmark with strong local historic value. The development will provide an opportunity to complement the ongoing redevelopment of Port Loop and Soho Wharf, and future development at Western Road site, whilst creating its own distinct identity and sense of place.

The Western Road site (3.4Ha) currently comprises industrial buildings in fragmented ownership. Spring Hill is an inner-city neighbourhood which is experiencing large scale regeneration around the canals at Icknield Port Loop. The site is also in fragmented ownership and has potential to be contaminated. Both sites have been identified in the Smethwick to Birmingham Corridor Framework (February 2022) SPD and may be difficult to assemble in the short term. The two sites have been identified in the Our future City Framework as part of the growth zone.

The Icknield Port Loop Village is an area which is already experiencing significant change. It is an ongoing multi - phased canalside residential-led mixed use development which has started to deliver innovative, modern urban housing in a canal setting with high quality open spaces. The site possesses good accessibility to the City Centre and proximity to existing well established residential neighbourhoods. Moilliett Street Park lies on the western edge of the area, near the new MMUH and the boundary with Sandwell. There is an opportunity to improve the park and provide a development which can form the heart of the new Grove Lane neighbourhood. The development presents the opportunity to better connect the local centre and MMUH as part of a wider vision, and in line with the Corridor Framework and Sandwell's Grove Lane Masterplan.

The Edgbaston Reservoir Masterplan area includes several significant development opportunities, including the Council owned former Tower Ballroom site, and land on Icknield Port Road. These sites offer an opportunity for residential led developments, that build of the unique character of the reservoir, delivering homes and enhancing the setting of the reservoir.

Local Centre

With new developments coming forward, there will be more people travelling in the Dudley Road Corridor. The road is used by local and through traffic. Dudley Road also has a busy local centre providing a range of shops and services for the surrounding communities. There is need to improve connections to the centre enabling communities to reach it easily and safely. To meet the growing need, the Dudley Local Centre will be enhanced through improvements to the public realm, wayfinding and provision of green infrastructure. Traffic movement needs to be addressed to solve congestion and future development proposals should address parking and loading issues in the area.

Green and Blue Infrastructure

The canal network, Birmingham Main Line and Old Line Canal, is a major feature running through Greater Icknield. Due to limited public access and an isolated environment created by developments backing on to the canal, they are an under-used resource for both leisure and travel. The canals should be protected and enhanced, and their use should be encouraged. Appropriate lighting in high-use areas along the canal can increase security and encourage use particularly in winter. This could be used between Port Loop and Birmingham City Centre, around the new Hospital and on the Soho Loop around City Hospital. There is also an opportunity for corridor-wide biodiversity enhancements focussed on the canals. Biodiversity enhancements to the canals should include efforts to establish marginal vegetation and/or the installation of flowering islands.

The growth area contains Edgbaston Reservoir, one of the most significant areas of open space in the city. Designated as a Local Nature Reserve (LNR), the reservoir is the second largest body of water in the city and has played an important role in the history of Birmingham's development. The quality of design and levels of sustainability required for developments must reflect the masterplan. Summerfield Park is one of the public open spaces in the growth zone area. This Victorian park, boasts attractive mature trees, planting and large grassed areas. It provides some leisure facilities including playgrounds for children serving both locals and visitors. Opportunities will be sought to improve and enhance access and facilities at Summerfield Park.

Connectivity

The need to improve connectivity to the city centre and other surrounding areas is of paramount importance to the future of the growth zone. This will be achieved by enhancements encouraging increased use of the canal network, green network, a mobility hub and public transport. To reduce the use of cars, there is need to increase the provision and efficiency of public transport in the growth area. The Council's Dudley Road Improvement Scheme supports sustainable growth in the area by delivering new bus lanes, upgraded crossings, and improved pedestrian and cycle facilities including a segregated cycle route. Work is currently underway to deliver the early phases of the scheme. The Central Birmingham Framework proposes a new rail station at Monument Road. This will provide options for new communities in the growth zone and surrounding communities. Further feasibility studies and business cases to establish how this could be delivered will be explored.

Policy GZ18 Greater Icknield Growth Zone

Greater Icknield provides an opportunity for the largest brownfield housing led development within Birmingham. It is expected that in total, approximately 3,300 new homes and significant new employment will be delivered across the Growth Zone. As part of the development, local facilities and employment opportunities will be brought forward to support the delivery of a sustainable neighbourhood. The following key areas will support this future growth:

City Hospital

- Following the relocation of the City Hospital to the new Midland Metropolitan Hospital in Sandwell the site is a major development opportunity that will be supported in line with the Site Allocation. The site will provide a comprehensive development comprising a mix of residential, commercial and community facilities.

Port Loop

- Port Loop provides the largest development opportunity to transform the area through the supporting Site Allocation

Moilliett Street Park

- The remodelling and improvement of public open space at Moilliett Street Park is a major opportunity that will be supported and provide a housing development in line with the Site Allocation (2464)

Spring Hill and Western Road

- The sites at Spring Hill and Western Road are identified for potential change in the Draft Central Birmingham Framework 2040 (May 2023). Redevelopment proposals of these sites will be supported in line with the Site Allocations.

Dudley Road Local Centre

- Dudley Road Local centre is at the heart of the community and should be protected and enhanced. Development within the Growth Zone should not undermine the function of the local centre.
- Developments should address parking and loading issues on Dudley Road
- Opportunities to improve connections to and from the centre will be supported. Development proposals should contribute to the improvement of their surrounding public realm where appropriate.

Canal Corridor

- New development should activate the canal corridor by allowing developments to face the canal and create better links to the canal pathways. Opportunities for new and improved accesses to the canal should be explored.
- Across the corridor the canal has great potential as a transport link, leisure space and wildlife corridor. Development should provide appropriate lighting in high-use areas along the canal to increase security and encourage use.
- Recreational use of the canal will be encouraged. Developers should engage with the Canal & River Trust as early as possible to develop detailed proposals. Opportunities to maximise the use of canals through the provision of water-based taxis should be explored where feasible.

Edgbaston Reservoir

- Edgbaston Reservoir will be protected and enhanced as a key natural asset within the growth zone and the city as a whole.
- All proposals will be expected to maintain and improve access to the reservoir for the community and visitors.
- The delivery of the opportunities identified as site allocations will need to accord with the vision and principles set out in the masterplan, demonstrating high-quality sustainable design that reflects the unique character of the reservoir as a natural landscape, heritage site, and social and cultural asset for a diverse range of communities.
- A mix of land and water-based activities will be encouraged to create a sustainable destination for Birmingham's residents and visitors. The delivery of new family homes and apartments within the area surrounding the reservoir but outside of the Local Nature Reserve boundary will be supported as set out in the site allocations. All activity will need to protect and enhance the Local Nature Reserve setting in line with the LNR Management Plan (2021).
- The unique character, history and natural environment of the reservoir will be protected and enhanced. Development will be expected to respect key views and positively add to existing vistas and landmarks through high-quality design in line with the Edgbaston Masterplan.

- Proposals will be expected to set the benchmark for sustainability in the city and support the biodiversity objectives and targets set out in the Edgbaston Reservoir LNR Management Plan.
- The re-use of the historic buildings at the reservoir will be supported, including the Grade II listed Reservoir Lodge and locally listed Reservoir House and Reservoir Cottage.
- The site of the former Tower Ballroom provides the most prominent development opportunity and will provide new homes along with a range of accessible facilities for the local community and visitors. Development on the site should deliver a wide public walkway adjacent to the reservoir that connects with the circular footpath. Buildings fronting the reservoir should incorporate active, publicly accessible ground floor uses.
- Planning proposals that state the reservoir contributes to their open space provision in order to meet the requirements set out in Local Plan Policy CE14. The reservoir has been identified as a Core Habitat Zone in the City of Nature Plan along with other areas of the city, meaning that off-site contributions may be secured for the LNR. Contributions from developments will be used to deliver the vision and proposals within the masterplan and the enhancements set out in the LNR management plan.

Connectivity

- The Central Birmingham Framework proposes a new rail station at Monument Road. Further feasibility work to assist in its delivery will be supported.
- Connectivity to the reservoir will be enhanced, with priority given to access by sustainable modes of transport. This will include links to the Harborne Walkway, Summerfield Park, Ladywood Leisure Centre and the canal network via Port Loop. A new pedestrian crossing will be delivered at Icknield Port Road to ensure pedestrians can cross safely.
- The dam wall presents a visual and physical barrier between the reservoir and the wider canal network via Port Loop. Improved connectivity between Port Loop and the reservoir will be essential, including a new link from Port Loop to the top of the dam wall.

Key infrastructure requirements

- New bus lanes, upgraded crossings
- Improved pedestrian and cycle facilities including expansion of cycle hire scheme
- New and improved public space and pedestrian environment
- Improved connections between Port Loop development and the Edgbaston Reservoir.
- Provision of green infrastructure to form a green corridor linking up green spaces.
- Enhancements to Canal corridor including provision of new lighting, wayfinding, signage, introduction of water-based sports and recreation facilities.
- Provision of a mobility hub

Proposed site allocations within Greater Icknield Growth Zone

1. Western Road
2. Tower Mount
3. Former Tower Ballroom
4. Icknield Port Loop
5. City Hospital
6. Icknield Square
7. Moilliett Street Park
8. Hermatic Rubber Factory
9. H- Suite

Greater Ickniel Growth Zone



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KEY

- | | | |
|------------------------------|---|-----------------------|
| Growth Zone Boundary | Public Green Space | Rail Line |
| Site Allocations | Nature Recovery Network - Core Habitat Zone | Proposed Rail Station |
| Conservation Areas | Canal | Cycle Routes |
| Statutorily Listed Buildings | Watercourse | Major Highway |
| Local Centre | | |

GZ19 Sutton Coldfield Town Centre

Introduction

Sutton Coldfield Town Centre is located to the north of Birmingham and is the largest suburban town centre in the city. It extends from the High Street (A5127) in the north to Birmingham Road to the south, incorporating the train station and Town Hall to the north-west and bounded by Victoria Road and Queen Street to the east and the rail line to the west. It has the potential to be a thriving centre taking advantage of its suburban location, rail station, historic old town and Sutton Park but following years of decline that have been exacerbated by recent trends in retail, the town centre needs to be reinvigorated as a strong destination for a unique shopping and leisure experience with a variety of high quality, centrally located homes and workplaces.

Vision for Sutton Coldfield Town Centre Growth Zone

Sutton Coldfield Town Centre will become a town centre that offers a unique shopping and visitor destination, with increased town centre living, leisure and community uses and an attractive environment where people want to spend time. It will be a place with a distinctive identity that capitalises on its green and historic assets, complemented with high quality new buildings and public spaces. It will have strong public transport links and facilities that encourage people to use active forms of travel.

Background and justification

To provide a strategy for the transformation of the town centre, a Supplementary Planning Document (SPD) was adopted in 2021. The SPD sets out a clear, shared vision that provides an innovative route map towards a resilient, multifunctional town centre, guiding investment so that as individual projects are delivered, they support a holistic plan. The Growth Zone has the same boundary as the SPD and includes all the town centre boundary as allocated/designated in Local Plan Policy EC4. The SPD is considered to provide a strong planning framework for the town centre and has therefore been used as the basis for this Growth Zone policy and will supplement the local plan policy.

The preparation of the masterplan was led by the Sutton Coldfield Town Centre Regeneration Partnership. The Partnership is led by Royal Sutton Coldfield Town Council and involves a broad range of stakeholders including the Birmingham City Council, Sutton Coldfield Business Improvement District, community organisations, and Transport for West Midlands, amongst several others.

Since the adoption of the SPD further work has been undertaken on the delivery of the projects within the masterplan, including detailed transport work. This work is ongoing and as part of this approach to improving the connectivity, all roads in Sutton Town Centre will be subject to a Healthy Streets Quality Audit process, which will identify improvements that can be made to enhance the overall quality of the streetscape to benefit all users. Additional evidence will be produced where appropriate to support the delivery of the policy, including a car parking strategy.

Policy GZ19 Sutton Coldfield Town Centre Growth Zone

Sutton Coldfield Town Centre will be a focus for growth across a broad range of uses including commercial, residential, community, and creative uses. The town centre will be strengthened through the introduction of high-quality new homes and increased town centre activity with around 750 new homes being delivered.

A vibrant Town Centre

- The redevelopment of the three shopping centres – The Red Rose Centre, Gracechurch Centre and Newhall Walk Shopping Centre - is a major opportunity that will be supported in line with the Site Allocation and the SPD.
- Retail will continue to be crucial to the offer in the town centre and new retail uses should be directed towards the Primary Shopping Area as in line with Local Plan Policy EC4. It is however, recognised that there is currently an overprovision of retail floor space and the redevelopment and reconfiguration of existing retail floorspace to other town centre uses will be encouraged, where these uses support the vitality and viability of the town centre.
- The provision of high-grade workplace accommodation in Sutton Coldfield Town Centre will be welcomed, particularly near or within the Sutton Coldfield Gateway.
- Birmingham Road plays a crucial role in providing premises for independent retailers, bars and restaurants. Investment and enhancements to these units will be encouraged. The linkages between Birmingham Road and the heart of the town centre will be improved.
- Town centre living will be supported as part of mixed-use proposals or as residential only schemes on areas towards the edge of the town centre boundary. Proposals will be expected to consider how they can provide residential units above commercial properties to increase the number of homes within the town centre. Town centre living in Sutton Coldfield should target a wide range of people, including young professionals, downsizers, families, and older people including those with care needs.
- The experience of those arriving in Sutton Coldfield by public transport will be enhanced through the redevelopment of Sutton Coldfield Gateway. This opportunity includes Station Street, Station Street Car Park and Reddicroft carpark sites. This area provides an opportunity for commercial, and workplace uses and the site could accommodate a relatively significant volume, with ground floor units being suitable for convenience retail or cafes/ restaurants.
- The creation of new public squares will be supported, especially as part of the redevelopment of the Gracechurch Centre and the Red Rose Centre. These will provide key areas of public open space to hold activities which bring residents and visitors together.

A well-connected Town Centre

- The connectivity of the town centre will be improved further through an enhanced train station and public transport facilities. The relationship between these transport links, the heart of the town centre and the surrounding area are critical to creating a safe, pedestrian-orientated town centre. All development will be expected to contribute to improving connectivity within and access to the town centre by active travel modes.
- To tackle issues around car dominance, the impact of the road network on the historic environment and to create a well-connected people focussed town centre, the ring road and other town centre streets will be reconfigured. The segregation caused by the ring road and other roads which currently accommodate high levels of vehicular traffic will be significantly reduced through reallocation of carriageway space. This road space will be redesigned to provide separated mode-specific infrastructure which prioritises access by active travel and bus.
- The integration of Sutton Coldfield Rail Station and strategic bus stop infrastructure in the town centre will be achieved through investment in schemes which enhance connectivity and support enhanced interchange opportunities. This is expected to be delivered iteratively over time, including investment in focussed measures such as

upgrades to passenger waiting facilities, improved wayfinding and information and public realm investment.

- The pedestrian environment along Lower and South Parade will be gradually upgraded to reflect redevelopment of the adjacent built environment. This will include significant investment in Lower Parade to enhance the quality and utility of the public realm in this vital gateway location.
- Improvements to key linkages will be supported. These include, but are not limited to enhanced access to Sutton Park, Sutton Coldfield Rail Station, the Primary Shopping Area (as designated in Policy EC4) and outside of the town centre to key destinations such as Good Hope Hospital, Birmingham City Centre and Langley.
- Specifically, the redevelopment and / or reconfiguration of The Gracechurch Centre will deliver improved linkages through the site, better connecting the heart of the town centre with Brassington Avenue, the Railway Station and Sutton Park. This will also help to create activity along Brassington Avenue.
- Car park capacity in the town centre will be consolidated and pricing revised to prioritise modal shift from car use towards walking, cycling and public transport access, whilst ensuring that those who need to access the town centre by car can continue to do so.

A unique Town Centre

- New development will help to create a distinctive identity for the town centre, characterised by the high quality and visual interest of its buildings and spaces. Coherent, bold design will be required. At the same time, the character of the historic old town centre will be protected and promoted.
- Sustainable design should seek to reuse existing buildings where these can be adapted for new uses and to contribute to the town centre identity.
- New public spaces and routes will be created and existing public realm will be upgraded to create welcoming, well-connected and usable spaces that encourage people to spend time in the town centre. New trees and other planting, high quality paving and, street furniture, play and other features will be part of the town centre character.
- Sutton Park will be made more integral to the identity of the town centre, by creating attractive green routes between the town centre and the Park and to New Hall Valley Country Park and Langley. The town centre will be made greener by introducing trees and other planting, taking opportunities to include green walls and roofs within new development. t. Plants Brook has been designated under Local Plan Policy CE9 for enhancements, including renaturalisation, and Development proposals will be expected to take opportunities to realign and open up Plants Brook as an open watercourse feature of the town centre.

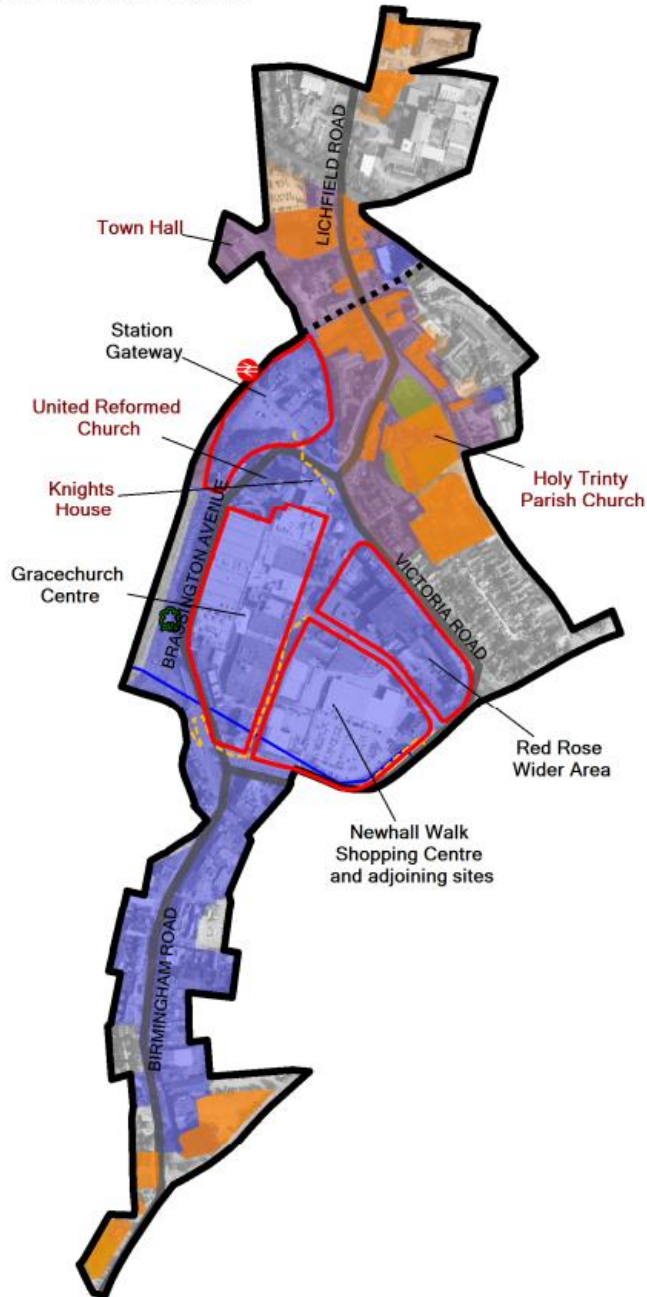
Key infrastructure requirements

- Public Transport Investment, including new bus stops and enhancements to the train station
- Improved pedestrian and cycle facilities
- New and improved public spaces and pedestrian environment throughout the town centre
- Greening of the Sutton Coldfield Town Centre through the opening up Plants Brook and extensive tree and other planting
- Improved links to Sutton Park

Proposed site allocations within Sutton Coldfield Town Centre Growth Zone

1. Red Rose Wider Area
2. Station Gateway
3. Newhall Walk Shopping Centre and adjoining sites
4. Gracechurch Centre

Sutton Coldfield Growth Zone



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KEY

| | | | | | |
|---|------------------------------|---|---|--|--------------|
|  | Growth Zone Boundary |  | Public Green Space |  | Station |
|  | Site Allocations |  | Watercourse |  | Rail Line |
|  | Statutorily Listed Buildings |  | Nature Recovery Network - Core Habitat Zone |  | Cycle Routes |
|  | Principal Town Centre |  | Major Highway | | |

GZ20 Longbridge

Introduction

Following the closure in 2005 of the MG Rover plant at Longbridge, the City Council, in association with Bromsgrove District Council and other stakeholders, prepared the Longbridge Area Action Plan (AAP) to secure the comprehensive regeneration of this strategically important brownfield site that straddles the city boundary. The AAP was adopted in April 2009, and provided a 15–20-year framework for the comprehensive regeneration and development of the area. The Birmingham Local Plan, once adopted, will supersede the Longbridge AAP.

Vision for Longbridge Growth Zone

Longbridge will continue its renaissance as a place to live, work and visit - a regionally important location for sustainable, employment led mixed use development.

Background and justification

The Birmingham Development Plan, adopted in 2017, supported and carried forward the Longbridge Area Action Plan proposals. The proposals emerged from extensive consultation with the local community, stakeholders and other key partners. Extensive progress has been made, with completion of the first phases of the Regional Investment Site (RIS) at Longbridge Technology Park, the new Town Centre (including the college, extensive retail, hotel and offices), a new urban park, and 1353 new homes. Approximately 1.43m sq.ft. of business floorspace has been developed, and significant development opportunities remain.

The Birmingham Local Plan will supersede the AAP. The outstanding proposals from the AAP are not extensive enough to warrant a revised AAP, which would require a separate plan process. Including the proposals within a Growth Zone is a more efficient way forward, consistent with other plan proposals.

The development of the former West Works (Site ref: LAAP RIS1, H1), MG site and new Town Centre remain to be completed. It is here that the opportunity exists to deliver significant growth and investment.

The AAP sought to respond to the closure of the former MG Rover plant by proposing an employment led approach to regeneration. It has created new employment across a range of skills and types and secured physical regeneration and the economic diversification of the area. The AAP has been successful as the vehicle to secure comprehensive regeneration at Longbridge. Additional retail floorspace and housing has been delivered, and there are no serious impediments to the development of the remaining proposals:

- One and Two Park Square - both sites now have planning permission for residential development.
- West Works - mixed use development of this 15.3 ha site will incorporate 350 new homes and employment development, with a new pedestrian and cycle route linking the town centre through to Frankley.
- The MG site (23.51ha) - will contain mixed used development including up to 700 new homes and employment development.
- Longbridge Station – further improvements to the station, building on recent improvements to the Station itself and its Park and Ride infrastructure.

- Environmental Improvements – around Longbridge Lane, the Town Centre and key routes through the area.
- Cofton Park – work has commenced on a comprehensive masterplan, implementation strategy and management plan for the park.

Policy GZ20 Longbridge Growth Zone

The regeneration of Longbridge will continue, building on the successful development delivered by the Longbridge Area Action Plan since 2009. Significant opportunities remain at Longbridge and the following proposals will be brought forward:

Park Square

The sites at One and Two Park Square, either side of Austin Park, have the potential for higher density residential development. Development should enhance the setting of Austin Park and the frontage to Bristol Road South.

West Works

The former West Works site was identified as a regional investment site with the potential to offer a significant scale and flexibility of floorspace within a range of employment sectors. The site provides the opportunity for

- 13Ha of commercial floorspace
- residential development of up to 350 dwellings
- 11Ha of public realm including a riverside walk and cycle path connecting Longbridge Town Centre and Frankley and enhancements to the River Rea SLINC.

MG Motors site

The former MG Motors site should come forward for a high-quality mixed-use development and has the potential for:

- Up to 2.1 Ha (15,000 sqm) of employment space.
- Up to 13.7Ha (695 dwellings) of residential development
- Up to 4.2Ha of open space.

There are a number of historic buildings on the site which are important in the history of the British Motor industry (such as the International Headquarters and Roundhouse) which should be retained and repurposed for employment use within any development.

Cofton Park

Cofton Park is a significant (55Ha) and well used public park, identified as a Core Habitat Zone in the City of Nature 25-year nature recovery vision map that will be improved. A masterplan will be prepared for the park that will consider future enhancements and linkages to adjacent communities including the former MG site as well as the future of the vacant site at the corner of Lowhill Lane and Lickey Road.

Longbridge Rail Station

Further improvements to rail services and enhancements to the environment and passenger experience at Longbridge Rail Station will be promoted.

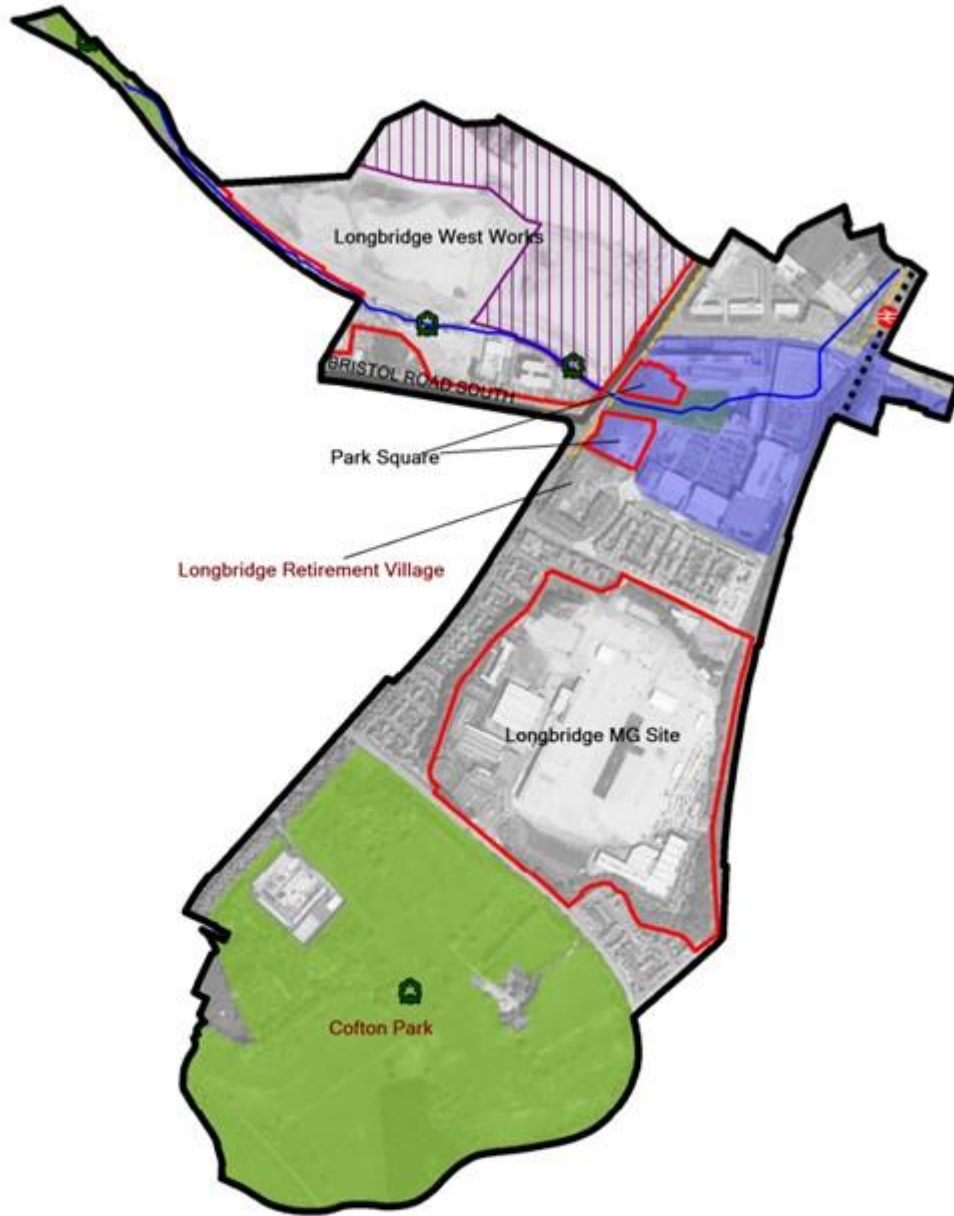
Key infrastructure requirements

Further improvements to the railway station, sustainable transport and active travel routes, and environmental improvements.

Proposed site allocations and proposals within Longbridge Growth Zone

1. Longbridge West Works
2. Longbridge MG Site
3. Park Square

Longbridge Growth Zone



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| KEY | | | | | |
|---|------------------------------|---|---|--|---------------|
|  | Growth Zone Boundary |  | Public Green Space |  | Station |
|  | Site Allocations |  | Allotments |  | Rail Line |
|  | Statutorily Listed Buildings |  | Watercourse |  | Cycle Routes |
|  | Local Centre |  | Nature Recovery Network - Core Habitat Zone |  | Major Highway |
|  | Core Industrial Areas | | | | |

GZ21 Northfield

Introduction

The centre of Northfield provides a full range of local services and shops, functioning as a traditional town centre. The need to continue this role into the future is of paramount importance to this part of the City, and the long-term regeneration of Northfield District Centre is a key aspiration of the City Council.

Vision for Northfield District Centre Growth Zone

Northfield will strengthen its distinct function as a traditional town centre providing a full range of local services and shops. It will attract investment and new development in key sites, build on its unique identity, improve its retail offer, and retain important services, leisure, community uses and offices in a vibrant and successful centre.

Background and justification

The centre is anchored at both ends by Northfield Shopping Centre and Victoria Common to the north and by two supermarkets and Northfield Pool and Fitness Centre to the south. Developments at Longbridge and Selly Oak have brought additional shopping destinations to the A38 corridor, but Northfield remains unique as the only centre offering a full range of shops from both independent operators and national chains, as well as services and other facilities in a vibrant, pleasant high street environment. It is one of a dozen Town Centres in the City's hierarchy of centres and is the fifth largest in the city after the City Centre, Sutton Coldfield, Kings Heath and Erdington. It also benefits from established and active Town Centre Management and a Business Improvement District (BID).

The centre is highly accessible by public transport, with Bristol Road being a major bus route to and from the City Centre. Northfield Railway Station is located 1 km to the east on the Cross City line (although the pedestrian and cycle routes and wayfinding to the station are all in need of improvement).

Northfield experiences poor connectivity between residential areas, the Town Centre, key local facilities and the Railway Station, particularly by sustainable modes, and evidence shows that existing levels of walking and cycling are low. A programme of connectivity improvements will deliver an environment which is conducive to walking and cycling and to redress the balance between vehicles and active travel modes.

The key issue for Northfield is to maintain and strengthen its importance to the surrounding predominantly residential areas, and the residents who rely upon the Town Centre for the majority of their convenience shopping and service needs.

The City Council has invested significantly in Northfield's infrastructure, public realm and community facilities, including opening the relief road (Sir Herbert Austin Way), and replacing the former Northfield swimming baths with a modern leisure facility offering a multi-use sports gymnasium and training facilities in addition to a new swimming pool.

There is scope for considerable further investment in Northfield, with opportunities for development at Prices Square, on the western side of Bristol Road South and adjacent to Sir Herbert Austin Way, and in and around Northfield Shopping Centre and Victoria Common Park. A regeneration strategy will be produced to maximise the regeneration and growth potential of Northfield Town Centre.

Prices Square and Bell Lane presents a significant opportunity for comprehensive redevelopment. It comprises a City Council owned 1960s public square surrounded by shop units with flats and offices above. Behind this, and fronting Sir Herbert Austin Way, is a City Council owned public car park. Between Prices Square and Bell Lane lie a variety of retail units, while the northern corner of the site contains a number of heritage assets including No.7 Bell Lane, a vacant Grade II Listed Building currently regarded as being 'at risk'. Prices Square presents a significant opportunity for mixed use redevelopment at the heart of the Town Centre to provide an expanded retail, food and beverage, commercial, residential and leisure offer. A design-led approach will focus on creating a high-quality environment which also addresses the Sir Herbert Austin Way frontage and provides pedestrian and cycle connectivity to the residential communities to the west.

Northfield Shopping Centre is the largest building in Northfield, occupying a focal point position at the Town Centre's northern gateway. However, this inward facing Shopping Centre with its dated inactive frontages and blank external appearance is a poor gateway building at this key arrival point. There is the opportunity to reconfigure parts or all of the Shopping Centre, and/or extend it so that Northfield's retail and business offer can be improved, with better connectivity between the Shopping Centre and the rest of the Town Centre to the south and Victoria Common to the east. If the existing building is retained the introduction of more mixed uses (including residential) should be explored and the exterior facades to Bristol Road South and Church Road should provide active uses for a more welcoming street frontage and improved visitor experience. Better, safer access through the Shopping Centre to Victoria Common Park is also an essential aim.

Victoria Common Park is a key asset to Northfield; however, its full potential is not realised. The access points to the park are largely obscured by the Shopping Centre, they are poorly signposted, and the routes are narrow with limited lighting and natural surveillance. There is plenty of scope for improvement. Aspirations include:

- Improved connections into the park from Bristol Road South.
- Additional planting, including orchard fruit trees for community use.
- Improved routes through the park for active travel modes.
- Replacement of senior play area equipment and resurfacing of the outdoor gym area.
- Footpaths widened and repaired where unsafe to facilitate shared use.
- Equipment at the senior play area replaced.
- Resurfacing of Outdoor Gym Equipment zone.
- A 1km walking and running track around the perimeter of the park.

North and South of Lockwood Road there are three frontages - to Sir Herbert Austin Way, Bristol Road South and Lockwood Road, with land currently occupied by a mix of retail units, a bank, small businesses and short-stay car park, together with a remnant of land resulting from the construction of Sir Herbert Austin Way. To the north, lies Northfield Baptist Church and Ash Grove, a care home for the elderly and small business units connected with the motor trade.

Further south, the Black Horse Junction is the key southern gateway into Northfield town centre. The Black Horse public house is a local landmark, but other architecture on the corner of Bristol Road South and Sir Herbert Austin Way is undistinguished. Development opportunities exist here to create a greater sense of place, definition and architectural interest, possibly with a landmark building. Main town centre uses led by retail, and other uses such as leisure, office, cultural, community and residential development would be appropriate.

Environmental and connectivity improvements will be promoted across the Town Centre. This will include east – west routes across Sir Herbert Austin Way to the west and to Northfield Rail Station to the east. Gateways into the centre should be improved and the car parks and empty sites (a legacy of the relief road) on the western side of Sir Herbert Austin Way should be developed and the frontage enhanced.

Policy GZ21 Northfield Town Centre Growth Zone

Northfield Town Centre

- Northfield Town Centre will be a focus for growth across a broad range of uses including commercial, residential, community, and leisure uses. The Town Centre will be strengthened through the introduction of high-quality new homes and increased town centre activity throughout the day and into the evening.
- Investment in creating a high-quality pedestrian friendly environment, including improvements to public spaces and gateways into the District Centre, refurbishment of attractive older buildings and high-quality new buildings will strengthen Northfield's identity as a place to visit.
- Promote the development of the 'leftover' parcels of land which have remained vacant since the relief road was implemented.

Prices Square and Bell Lane

- A retail led mixed use development with active uses (retail, cultural, community) on ground floor, with the potential for residential and office uses above.
- A design led approach will be taken to create a high-quality place with frontages that address both Bristol Road and Sir Herbert Austin Way.
- New uses to be found for the listed and heritage buildings on the corner of Bell Lane and Sir Herbert Austin Way, with an improved setting provided as part of development.
- Reinforce the character of the town centre and contribute to a strong sense of place. Planting, detailing and materials should be of a high standard.

Northfield Shopping Centre

- The potential redevelopment and / or improvement of the Shopping Centre to create a more active and attractive street frontage to Bristol Road and Church Road will be supported.
- The creation of an Improved visitor experience. This will include the potential for the introduction of further mixed uses including residential.
- Better and safer access from Bristol Road South to Victoria Common Park will be promoted.

Connectivity

- Routes between the High Street and Sir Herbert Austin Way will be made more welcoming and convenient for pedestrians.
- Waymarking of walking and cycling routes between the centre and Northfield Rail Station will be improved, including National Cycle Route 5.
- The junction of Bristol Road South, Bell Lane and Church Road will be remodelled to increase safety as well as making it a more attractive place for pedestrians and cyclists to navigate.
- Measures could include wider footways and fewer barriers.
- Consideration will be given to increasing the availability of cycle parking facilities.

- Public access to Victoria Common from Bristol Road South will be greatly improved by remodelling Northfield Shopping Centre.

Victoria Common Park

- Victoria Common Park is an important local green space and provides a diverse range of sports recreational and facilities.
- Proposals to improve access from Northfield Shopping Centre and the Town Centre overall, as well as increase recreational activity within the park will be supported.

North and South of Lockwood Road

- Proposals which secure the comprehensive redevelopment of this area will be supported, provided they create a high-quality development that positively addresses all road frontages.
- Main town centre uses led by retail, and other uses such as leisure, office, cultural, community and residential development would be appropriate.

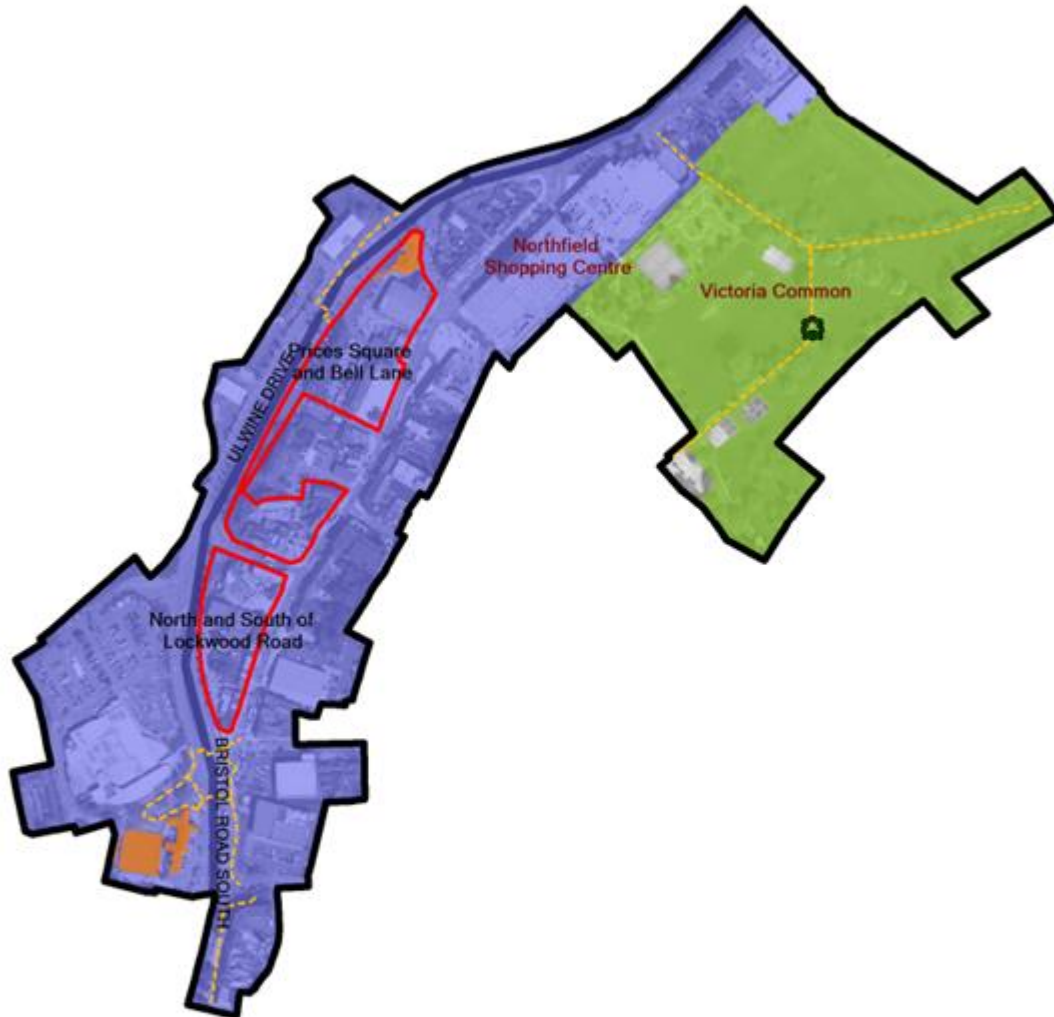
Key infrastructure requirements

- Improved pedestrian and cycle routes and wayfinding to Northfield Rail Station
- Improvements to Victoria Common Park
- Public transport improvements
- Improved east-west connectivity across the Town Centre, particularly for pedestrians and cyclists.
- Public realm improvements including at gateways into the Town Centre and the potential for a new / improved public square.

Proposed site allocations within Northfield Town Centre Growth Zone

- 1 North and South of Lockwood Road
2. Prices Square and Bell Lane

Northfield Growth Zone



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KEY

- | | | |
|------------------------------|---|---------------|
| Growth Zone Boundary | Local Centre | Cycle Routes |
| Site Allocations | Public Green Space | Major Highway |
| Statutorily Listed Buildings | Nature Recovery Network - Core Habitat Zone | |

GZ22 Selly Oak

Introduction

Covering around 120 Ha, the Selly Oak Growth Zone encompasses a significant area of the University of Birmingham, a collection of health facilities that includes the Queen Elizabeth and Women's Hospitals, the Selly Oak District Centre, Selly Oak Retail Park and the Life Sciences Park as well as the 'triangle' site on Bristol Road. The health campus treats over 1 million patients a year, the University caters for 33,000 students and together employ around 18,500 people. The zone lies on both the A38 Bristol Road and Cross City/Birmingham – South-West rail line. The zone also includes the Selly Oak district centre which provides a wide range of facilities for local residents and those based at the nearby medical and educational establishments. The zone has an important variety of heritage assets – spanning from Roman times through to the rapid industrialisation of the 18th and 19th century.

Vision for Selly Oak Growth Zone

Selly Oak and South Edgbaston will continue to play a major role in delivering sustainable growth of health, education, research and development and local community facilities. The Queen Elizabeth Hospital, which is home to important A&E units and trauma centre and the Royal College of Defence Medicine and associated health campus will continue to bring about better health and wellbeing outcomes for the residents of Birmingham and the wider Midlands. Being the location of one of the country's most respected universities, the Growth Zone will also strengthen the city's standing as a learning city and deliver jobs through ongoing investment in Life Sciences, emphasising the ever-increasing link between education, research and medical outcomes. The Selly Oak district centre has opportunities for further development and improvement and travel and connectivity will continue to be enhanced with ongoing investment in transport infrastructure and more sustainable transport options. The quality and amenity of the historic and natural environment will be protected and improved alongside that of the established residential communities.

Background and justification

Selly Oak and South Edgbaston was included as Growth Area GA9 in the Birmingham Development Plan and is also covered by the Wider Selly Oak Supplementary Planning Document (SPD), adopted in June 2015. Many of the proposals within the SPD have now been implemented, and a significant amount of new development has taken place over the last few years. This has included the development of the former Selly Oak Hospital site for housing, the development of the Selly Oak Shopping Park on the former Birmingham Battery site, the construction of the £16 million Aston Webb Boulevard and student flats that front its northern edge. Construction of the extended University Station has recently been completed, and discussions continue regarding a number of other development sites and opportunities.

The residential area to the south of Bristol Road, along with the former Selly Oak hospital were also included in the BDP Growth Area and Wider Selly Oak Supplementary Planning Document. These areas are not included within the proposed Growth Zone on the basis that the former hospital site has now been redeveloped, and issues relating to the residential area south of Bristol Road becoming a concentration of student housing is dealt with elsewhere. There are, however, a small number of potential development sites within this area that are close to the local centre, and these are included as development opportunities.

Demand for health services provided by the Queen Elizabeth Hospital has increased by about 60% over the last several years and the Women's hospital continues to upgrade its buildings.

Additional facilities are planned on campus, and these will be brought forward alongside the detailed consideration of high-quality design, enhancement of the environment, improved accessibility and connectivity and ongoing consideration of amenity and sustainability issues. New development must be mindful of the amenities of the established residential communities that surround the campus.

The University of Birmingham has invested over £600 million in its campus over recent years to enhance the student, staff and visitor experience and consolidate its national and international reputation for learning and research. The 12 acres 'Green Heart' focal space has been completed and new buildings will provide next generation teaching and research space to complement the new welcome centre, hotel and expanded conference facilities. The proximity of the university and the health trusts has significant benefit for research and development in health sciences. The Institute for Translational Medicine and the Bio-Medical Hub play a key part in such work, and this will be further enhanced with the Life Sciences Park and additional investment and growth in biomedical businesses and research facilities. The University provides an increasingly important visitor destination with a number of established attractions such as the Barber Institute and Bramhall Music Building which has been complemented with investment in new sports, hotel and conference facilities. There has been recent investment in modern buildings that have added to the University's already renowned built environment. New development at both the university and health campus must complement the existing historic buildings all of which can be enhanced with wider environmental works including the improvement of the New Fosse Way/Metchley Plaza at the site of the Metchley Roman fort.

Healthcare Technologies Campus (also known as the Life Sciences Park): This purpose-built Life Sciences Park will be home to a community of biomedical companies, providing around 54,000 sqm of collaborative space where industry, clinicians, academics, and patients can come together in an environment that promotes innovation, cooperation, access to funding and business growth. This will provide complementary facilities for the 22,000 people employed in the sector in the West Midlands region within more than 600 companies. The development of the park will continue up to 2031 providing further lab and associated office space. Further links with regional health industries will safeguard and expand employment in the area.

The new state of the art University railway station, recently completed, will transform the rail passenger experience in the area. It is designed to accommodate 7 million passengers a year – many times greater than the former station and with much improved facilities. The scope for improvements to Selly Oak Station will also be considered. Sprint bus rapid transit will also provide an attractive, quick and efficient way for people to travel between Selly Oak, surrounding areas and the city centre. Walking and cycling routes continue to be improved – the 4km fully segregated cycleway along the A38 provides a safe and fast route into the city centre. Additional paths and safe routes will be developed, including along the canal with enhanced access, surfacing and waymarking. Opportunities to reduce parking pressures on local residential roads will be explored.

The route of the Lapal Canal will be protected and potential for funding and works to re-establish the canal will continue to be explored.

New Fosse Way Gateway and environmental strategy: Significant environmental schemes have already been implemented across the area – including the new Green Heart that lies in the centre of the university. A new plaza at the centre of the Life Sciences/University/Health

campus could form a welcoming arrival place for train and bus passengers; a meeting place and event area and a contemporary space that celebrates the rich history of the Metchley Roman Fort scheduled ancient monument - and which will deliver a stronger sense of place. To the north, Metchley Park Playing Fields have potential for further enhancement and wider sporting and leisure use.

Selly Oak District Centre was identified in the BDP as one of three centres in the city as locations for significant growth (TP21) and this has taken place with the centres expansion to encompass new shops and student accommodation at Battery Park. The centre will continue to be enhanced through investment in buildings and public space, creating more people friendly streets and spaces benefitting residents, students and visitors. Improvements will include reuse or greater use of historic buildings on Bristol Road clustered on the north side of the railway viaduct and the creation of new and improved public spaces. The 'triangle' site – once occupied by Sainsbury's prior to relocation to the nearby Selly Oak Shopping Park – is a key site now available for development and which can contribute further to the regeneration of the wider district centre.

For the District Centre, the quality of the public realm will be increasingly important in enhancing the attractiveness of the centre – particularly with the further down grading of Bristol Road now that the Selly Oak New Road has been completed. Opportunities will include wider footways, new public space, improved crossings, trees, soft and hard landscaping and street furniture.

Policy GZ22 Selly Oak Growth Zone Queen Elizabeth Hospital and Health Campus

- The campus will remain a major focus for medical facilities of local, regional and national importance. New facilities and improvements to existing hospitals and facilities will be supported. The site of the now demolished Norton Court will allow the further improvement and expansion of facilities at the Women's Hospital along with provision of associated parking.
- Any new proposals must be appropriate in scale, relate to their context including relationships with historic and heritage buildings and consider the amenity of adjoining residential areas. Accessibility, traffic management and the amenity of the adjoining residential areas will also be a key consideration.

University of Birmingham

- Maintain and enhance the University's facilities and character including the important historic and architectural value of a number of listed buildings and the overall quality of the campus environment. Any new proposals must be appropriate in scale, relate to their context including relationships with historic and heritage buildings and consider the amenity of the adjoining residential area.

Connectivity

- Completion of the improved University Station will transform access and a principal arrival point to the area. Further measures will be considered to enhance wider accessibility to the area and its institutions. This will include enhanced walking and cycling routes and the potential for further rapid transit opportunities.
- Scope for further improvements at Selly Oak Station will also be considered.
- The potential for the re-establishment of the Lapal Canal will be explored.
- The Canal and Bourn Brook will be improved, including access points and creating a more hospitable and attractive environment for walking and cycling.

Selly Oak District Centre

- Underused and vacant properties will be brought back into more beneficial, use – including the former Selly Oak Library and numbers 641 and 659 Bristol Road. The Triangle site now provides the largest development opportunity within the area suitable for smaller scale retail, offices and other town centre uses and residential – including student accommodation.
- The reconfiguration and partial development of Bournbrook Recreation Ground will provide new investment within the centre and off-site improvements to Selly Oak Park.
- Improvements to Bristol Road will focus on its importance as a destination, a place to live and a major corridor for movement. Additional space will be created for pedestrians and cyclists, and public realm enhancements will be a key part of the scheme.
- New Fosse Way Gateway / Metchley Plaza will be improved to create a more significant point of arrival and focal / community space. The historic importance of the site will be interpreted more effectively through public realm improvements.

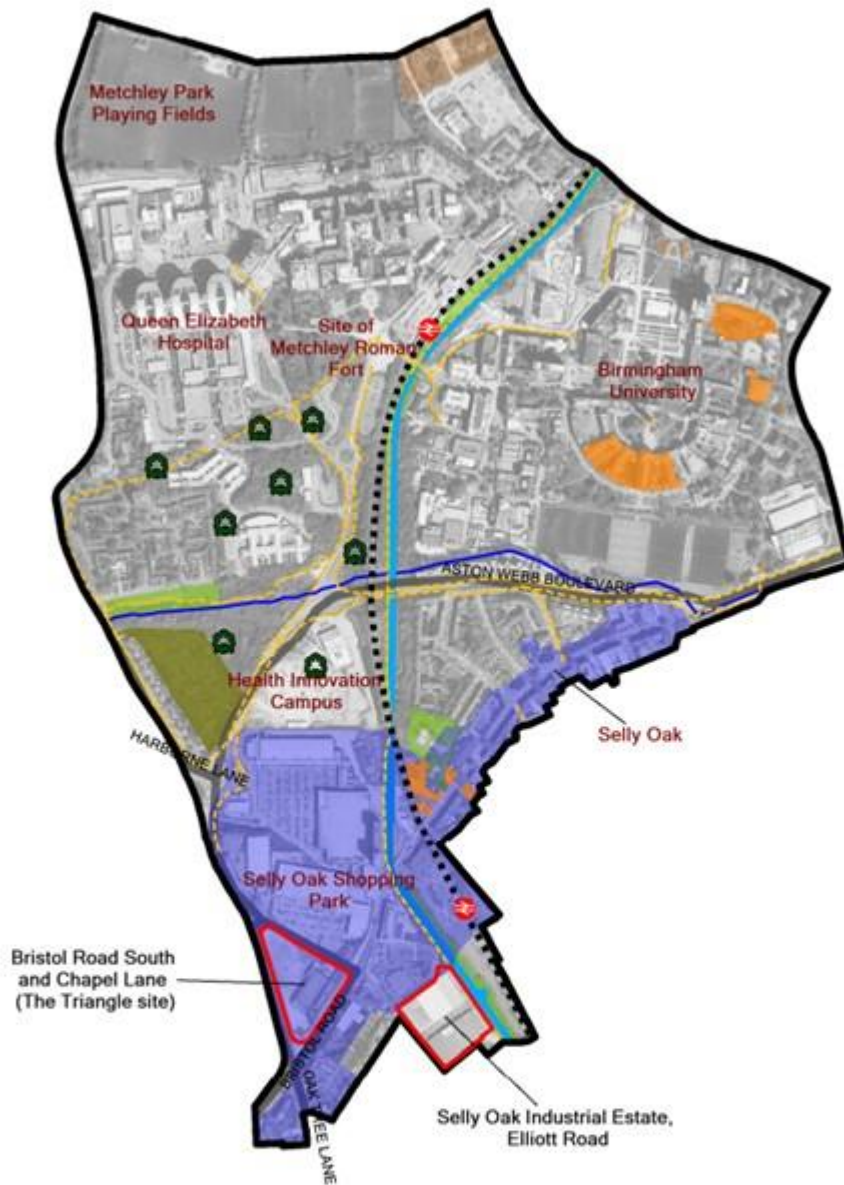
Key infrastructure requirements

- New Fosse Gateway - public realm works, interpretive installations, lighting and enhanced linkages through the hospital and university campus.
- Canal access and environmental works and further restoration works.
- Selly Oak District Centre – environmental works and public realm.
- Further rail station connectivity.
- Improvements to Selly Oak Station.
- SPRINT
- Improvements to POS including sites with designations and other blue infrastructure such as the Bourn Brook.
- Potential restoration of the Lapal Canal.

Proposed site allocations within Selly Oak Growth Zone

1. Bristol Road South and Chapel Lane (The Triangle site)
2. Selly Oak Industrial Estate, Elliott Road

Selly Oak Growth Zone



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KEY

| | | |
|------------------------------|---|---------------|
| Growth Zone Boundary | Allotments | Station |
| Site Allocations | Nature Recovery Network - Core Habitat Zone | Rail Line |
| Statutorily Listed Buildings | Canal | Cycle Routes |
| Town Centre | Watercourse | Major Highway |
| Public Green Space | | |

GZ23 Erdington

Introduction

Erdington has traditionally been a leading retail destination for the north of Birmingham and has the potential to be rejuvenated as a unique, thriving, mixed use centre offering new public spaces with improved walkability and a sense of place, with a variety of centrally located homes, businesses, leisure, and wellbeing services that meet the daily needs of local residents.

Vision for Erdington Growth Zone

Erdington Town Centre will become a destination of choice, with the delivery of a new public space at the centre of the High Street that enhances the quality and identity of the centre and improves accessibility to the High Street for pedestrians and cyclists from St Barnabas Church Yard, Erdington Railway Station, and surrounding streets. It will have; improved shop frontages and public realm that enhance the High Street's character, and a thriving mixed used environment with independent retail, restaurants, cafes and other cultural, wellbeing, and leisure related uses of high-quality design that would support a strong day and night-time economy. It will have centrally located homes, apartments, and office accommodation of high quality, spaces for new businesses to thrive that support local people into employment, and historic buildings which are celebrated, enhanced, and put back into meaningful economic use.

Background and justification

Erdington is a suburb of Birmingham 5 miles north-east of the city centre. The area started out as a village which was subsumed by Birmingham's expansion during the rapid industrialisation and expansion of the City. Erdington High Street covers a 0.85km long route through Erdington ward and serves North Birmingham generally including parts of Stockland Green, Gravelly Hill, Pype Hayes, Perry Common, Kingstanding, Wylde Green and Boldmere.

Erdington Town Centre boasts a number of attractive listed and non-listed buildings such as St Barnabas Church, and Erdington Abbey, and has excellent facilities such as Erdington Leisure Centre and the railway station, which as part of the cross-city line has regular services to the city centre.

The High Street has declined in recent years. The latest retail and leisure need assessment has evidenced the need for more shops offering comparison goods, and nighttime leisure venues, with activity in the evening currently being focussed on hot foot takeaways. Nevertheless, given its location, assets and connectivity there are clear opportunities for growth to re-establish its eminence within the retail hierarchy.

Proposals are being taken forward between Witton Lodge Community Association, Birmingham City Council, and the West Midlands Combined Authority to redevelop the former swimming baths on Mason Road into a community and enterprise hub with space for community activities and events. Together with the adjacent Erdington Library and Birmingham Metropolitan College, the repurposed Baths building will form a cluster of educational and cultural activity at the northern edge of the local centre.

There are proposals for the creation of a new community square at the centre of the High Street involving the demolition of a commercial property (154 - 156 High Street, currently Poundland) and improved links to Central Square, St Barnabas Churchyard, and the High Street. The proposals also incorporated further pedestrianisation of the High Street (to Church Road), and for improved links to the High Street for pedestrians and cyclists from the railway station via

Station Road and Wesley Road. The footpath through St Barnabas Churchyard is also identified for improvement in terms of safety and accessibility.

Policy GZ23 Erdington Town Centre Growth Zone

A vibrant Town Centre

- Town Centre living (including family and retirement living) and working will be supported as part of mixed-use proposals with active ground floor uses that enhance the centres character.
- Central Square Shopping Centre will be a major site for mixed use development within the town centre, with retail, leisure, creative, food and drink and community and wellbeing related ground floor uses being supported. The former Erdington Baths building will be refurbished as a new community and enterprise hub.
- The creation of a new public square will be supported as part of the redevelopment of 152-156 Erdington High Street, and the Central Square Shopping Centre which will become a key focal point of the High Street enhancing the setting of the listed St Barnabas Church.
- New modern communal workspace hubs which support local people into employment and training, and/or services that offer community wellbeing and cultural services will be supported.
- Proposals to remodel and improve Wilton Outdoor Market and its relationship between Sutton New Road and the existing pedestrianised Erdington High Street will be supported where such proposals would enhance the markets retail offer and the quality of public spaces such as Erdington Green.
- A review of the southern part of the local centre around Six Ways Island will be undertaken and further guidance prepared.

A well-connected Town Centre

- Improvements to key linkages will be supported, with better connections to Erdington High Street via Healthy Streets and an improved public realm to Erdington Railway station, Sutton New Road and local cycling route 10 between the City Centre and Sutton Coldfield (building upon the legacy of Bike North Birmingham).
- The pedestrian environment along the High Street from New Street to Church Road will be improved and part of the route will be pedestrianised to support sustainable access to and use of the High Street by pedestrians and cyclists, while improving the visitor experience.
- Improved connections from St Barnabas Church Yard to the High Street via new public square at 152-156 High Erdington High Street and improvements to the Church Yard itself. Car parking capacity within the town centre will be reviewed with walking, cycling and public transport access prioritised.
- Environmental improvements to Sutton New Road will be supported which adopt a 'boulevard' approach and enhance pedestrian and cycle connections between the local centre and residential areas to the west.

A unique Town Centre

- The new community square at 152-156 Erdington High Street will promote a sense of arrival and place, and be connected via green routes to St Barnabas Churchyard, the High Street and Central Square.
- There will be support for the remodelling of buildings surrounding Erdington Green as a northern gateway to the centre, with active frontages, environmental enhancements that lead to better utilisation of the space and strengthen its connection to Erdington Library and the former Baths building.

Key infrastructure requirements

- Improved pedestrian and cyclist connections between Erdington Rail Station and the High Street via Station Road and Wesley Road.
- Improved pedestrian environment throughout the town centre, with tree planting, and other planting, blue infrastructure for rest and relaxation, quality street furniture, paving, and play equipment
- Delivery of a new community square at 152-156 High Steet with green routes through an improved linkage to the centre via St Barnabas Churchyard, and an attractive civic plaza fronting onto to redevelopment of Central Square Shopping Centre
- Improvements to St Barnabas Church Yard
- Public realm improvements along Sutton New Road between Station Road and Reservoir Road
- Public realm improvements including public art and signage at Six Ways junction
- Pedestrianisation of the High Street between New Street and Church Road
- Cycle and pedestrian connectivity improvements from the centre to Local Cycling Route 10
- Improvements to St Barnabas Church Yard

Proposed site allocations within Erdington Town Centre Growth Zone

1. Central Square

Erdington Growth Zone



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| KEY | |
|---|------------------------------|
|  | Growth Zone Boundary |
|  | Site Allocations |
|  | Statutorily Listed Buildings |
|  | Town Centre |
|  | Cycle Routes |
|  | Major Highway |

GZ24 Tyseley Environmental Enterprise District

Introduction

The East Birmingham Inclusive Growth Strategy highlights the Tyseley Environmental Enterprise District (TEED) as a significant opportunity for future growth in the area. Originally an industrial area focused around the Tyseley Locomotive works, the 100-hectare district is now a major employment and skills hub. The district is also home to a waste wood biomass power plant, which provides power to a number of local businesses, and the UK's first low and zero carbon refuelling station which includes a range of fuels which contribute to reduced emissions such as hydrogen, compressed natural gas, commercial scale electric charges and biodiesel. Tyseley will also be the location for the National Centre for Heat Decarbonisation promoted by the University of Birmingham which has been awarded funding under tranche 3 of the Levelling Up Fund.

Vision for the Growth Zone

The TEED visioning work aims to provide over 100,000 sqm of commercial floor space, contributing to the development of green technology, green business, its associated supply chains and up to 1500 jobs.

The TEED will be better connected internally and to the surrounding area by an improved environment and public realm, and via green, attractive, inclusive healthy streets and green corridors that will improve the district's accessibility to local shopping centres and the surrounding area by walking and cycling. Existing streets within the district will be rationalised and redesigned to improve internal permeability and accessibility.

Connectivity between the Airport, the TEED and the city centre will be improved via provision of a sprint route along the Coventry Road (A45), opening up the area to a wider market and investment opportunities.

Businesses in the TEED will support active travel to their premises by their employees, and there will be provision of mobility hubs with bikes and e-scooters at key locations.

There will be improvements in the environment of, and accessibility to, the Grand Union Canal, with improved links to the Ackers Adventure site and the city centre, Tyseley Rail Station, and the River Cole Corridor. Enhancing the areas permeability and accessibility by active travel modes whilst improving the local recreational offer, resolving known flooding issues along the River Cole, and offering improved green/ blue spaces, with youth and child play facilities for the health and wellbeing of local residents and TEED employees.

Empty warehouses and roof tops will be explored to be used for vertical farming, agriculture, and communal growing schemes, which will support the development of a circular economy around local affordable food, and help the area mitigate the effects of climate change.

Background and justification

With convenient access to the A45 bus links, and rail links at Tyseley Station to Birmingham City Centre, NEC and Birmingham Airport, in addition to active travel routes to the city centre along the Grand Union Canal, the district is well placed for future growth. Supporting Birmingham to lead the way nationally in the development of sustainable technologies, attracting future investment to East Birmingham, and creating skills and employment opportunities for local people in green technology, green business, food, and a thriving green circular economy.

The Tyseley Environmental Enterprise District (TEED) partnership, consisting of Birmingham City Council, University of Birmingham, and the Tyseley Energy Park have developed a vision which further defines the area's identity and builds on the objectives of the East Birmingham Inclusive Growth Strategy with a commitment to contributing to the net zero agenda.

The Tyseley Enterprise District was identified in the 2017 Birmingham Development Plan which defined it as an economic zone in East Birmingham to support the growth of a low carbon economy, where recycling would be encouraged and the production of energy, local food, and renewables, including manufacturing and supply chain development would be supported. It was also designated as a Core Employment Area within the Birmingham Development plan.

The area is also designated as a "Green Travel District" in the Birmingham Transport Plan which is a fully funded programme to reduce the use of private vehicles through schemes such as car sharing, bike hire, and freight consolidation.

The area has the potential to provide over 100,000 sqm of new floor space and up to 1500 jobs. While there has been some recent development in the area following its allocation through the BDP, there is a need for continued investment to tackle local socio- economic conditions, physical barriers and community constraints that undermine the sites integration into the local community and its attractiveness. There are up to 8000 residential assets within the TEED area and its immediate surrounds, and despite catalyst sites for growth within the zone coming forward the benefits have to be fully filtered through to the local community.

Across the area and in surrounding wards there are issues regarding accessibility to open spaces including formal open space and accessible natural green space.

GZ24 Tyseley Environmental Enterprise District Growth Zone

Low carbon innovation

- The Tyseley Enterprise District (TEED) will be a significant part of the low carbon economy in the West Midlands, where production of energy, renewables, local food, recycling, manufacturing, and supply chain development of renewables will be supported and be best in class across the region and nationally. B2, B8, and Sui Generis uses related to energy production, renewables, recycling, and renewable supply chain development will be supported within the district. Small scale supporting uses within use class (E) will also be supported.

Connectivity and support for sustainable travel

- The district will be better connected to the neighbouring centres of Tyseley, Hay Mills, Swan, and Yardley Road via healthy streets and there will be improved green linkages, enhancement of, and new access points to, the River Cole Corridor and the Grand Union Canal at multiple points throughout the TEED
- The environment of Tyseley Rail Station will be improved and will be better connected to the TEED and Tyseley Centre by the closure of the B4146 Wharfdale Road (Tyseley Station Bridge) to through vehicular traffic. This will deliver potentially significant road safety benefits, by re-routing traffic onto the A-class road network, and provide opportunities for improving the public realm, enhancing access to Tyseley Railway Station by public transport and active travel modes delivering attractive healthy streets and providing better way markers and sign posting between the station, the TEED, and Tyseley Centre
- The Coventry Road Corridor will see the delivery of a Sprint route which will connect the TEED to the city centre and Birmingham Airport and is a regional priority future cycle route from the city centre to Solihull. Mobility hubs will be put in place at key locations throughout the district to support a modal shift to walking or cycling and

local cycle routes delivered along Kings Road and Redfern Road which will connect to the wider strategic network.

- Redevelopment coming forward in the TEED will be required to consider a redesign of the street pattern and road priorities running through the area. It should look to rationalise street patterns and to contribute to the development of a grid pattern of streets across the district with multiple nodes to improve the accessibility and permeability of the wider area and the greening of new and existing streets within the TEED.

Improved green space

- The entrance into the district from Tyseley Railway Station will be improved and will become an attractive gateway space.
- The environment of the Grand Union Canal and the River Cole Corridor within the TEED will be enhanced, with new planting, improved lighting where appropriate, street furniture, and more natural surveillance, to improve the amenity of both routes for residents and employees. Where appropriate, development backing onto the canal and river corridor will provide active frontages to the waterside for amenity purposes and safety for pedestrians taking into account the ecological function of the river and canal corridors.

Building Design

- All new development should be encouraged to become part of a future district combined heat and power network linked to the Tyseley Household Recycling Centre and Energy Recovery Facility.
- Development should have active attractive frontages that reflect the purpose and heritage of the district in their design.

Key Infrastructure Requirements

- Improved pedestrian and cyclist connectivity across Coventry Road, Stockfield Road, and Small Heath Highway
- Improved public realm using healthy streets methodology along Coventry Road, Stockfield Road, the Grand Union Canal, and at Tyseley Station.
- Tyseley Bridge and associated highway works.
- Delivery of formal open space with child and youth play facilities at the junction of Wharfdale Road and Kings Road and gateway entry feature on arriving in the TEED from the railway station.
- Improvements in planting, lighting, safety, and the number of access points to the Grand Union Canal
- Amenity, access, and safety improvements to the River Cole Corridor
- Delivery of mobility hubs at key locations to support modal shift to walking and cycling
- Delivery of improved local cycle routes to and within the TEED
- Greening of all streets within the TEED and improvement in lighting

Proposed site allocations within TEED Growth Zone

1. Hay Hall Road
2. Tyseley Energy Park
3. Hay Hall Business Park
4. Former Redfern Road Depot

Tyseley Growth Zone



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| KEY | | | | | |
|-----|----------------------------|--|---|--|---------------|
| | Growth Zone Boundary | | Public Green Space | | Station |
| | Site Allocations | | Nature Recovery Network - Core Habitat Zone | | Rail Line |
| | Statorily Listed Buildings | | Canal | | Cycle Routes |
| | Local Centre | | Watercourse | | Major Highway |
| | Core Industrial Areas | | | | |

GZ25 Washwood Heath

Introduction

The site at Washwood Heath, comprising the former LDV Vans and Alstom Train sites, forms part of one of the city's most established and well connected industrial and business areas. The Washwood Heath sites form part of a corridor of significant economic activity that runs from the city centre and up to and along the A38 North - including the industrial areas of Vauxhall, Washwood Heath, Bromford and Minworth. The wider area accommodates a broad range of business activity including research and development, manufacturing and various storage and logistical operations.

Vision

Home to the Rolling Stock Maintenance Depot (RSMD) and the Network Integrated Control Centre (NICC) for the whole High Speed rail network, Washwood Heath will be at the centre of the new high speed rail network. The RSMD is identified as an operational and maintenance hub which will include all light and heavy maintenance requirements.

To the immediate south of the depot is a proposed east / west open space incorporating balancing ponds for the railway plus a cycle / pedestrian route. Beyond that is a significant employment opportunity (up to 24 ha in total) that will be available following the construction of HS2. This site has the potential to be a high-quality employment estate with major new business space brought forward. The site can meet the requirements of large-scale business, including rail related businesses keen to be located adjacent to the RSMD and NICC, as well as provide space for small and medium sized enterprises.

Overall, the site will be a place for business to invest, operate and grow with a high-quality environment meeting modern employment needs underpinned by the principles of excellent connectivity and sustainability.

Background and justification

The overall site, 64 hectares, has a long history of employment use, and is identified as Core Employment Land. It is situated 3km to the east of Birmingham City Centre, is bounded by the existing Birmingham - Derby rail line, the new HS2 line (currently under construction) and A47 Heartlands Parkway to the north and the River Tame and A4040 Bromford Lane to the east. Drews Lane, Washwood Heath Road and Warren Road are to the south and Aston Church Road lies to the west.

The site is at the heart of the new HS2 rail line between London Euston and Birmingham Curzon Street that is currently under construction. Both the Rolling Stock Maintenance Depot (RSMD) and the Network Integrated Control Centre (NICC) are located at Washwood Heath as well as the western portal of the Bromford Tunnel.

Although the surrounding residential area has a history of regeneration and investment it is still recognised as being economically and socially disadvantaged with high levels of worklessness. The Washwood Heath site and HS2 has the potential to generate significant employment and training opportunities for local people which can facilitate the regeneration of the wider area.

The Schedule 17 application (under the High Speed Rail (London – West Midlands) Act 2017) for the Depot and the NICC was approved in February 2023 with construction programmed to commence in 2025 with completion in 2028. The remaining land at Washwood Heath falls

outside of the provisions of the HS2 Act and will therefore be subject to future applications under the Town and Country Planning Act 1990.

The HS2 Act identifies Washwood Heath as the Birmingham construction hub for HS2 which affects more land than the footprint for the Depot and NICC. Therefore, following construction there will be a significant employment opportunity site at Washwood Heath, currently up to 20ha. Following assurances under the HS2 Act from the Secretary of State, a Memorandum of Understanding was completed in 2021 setting out how the City Council will work with HS2 to develop a masterplan for the site. To this end a regular working group has been established with HS2 to progress the masterplan.

To the south of the site, at the junction of Drews Lane and Washwood Heath Road, there is an additional 4ha of employment land that HS2 did not acquire through the HS2 Act. The owners, Aviva, have secured planning approval for the employment development of this land.

To the south of Washwood Heath Road is Ward End Park, a significant area of public open space serving the local community. The Ward End Park Lakeside Renewal Project has been progressed with improvements to the Dolphin Centre (an education and training centre) and a suite of environmental and biodiversity improvements. Part of the scheme will allow for improved access around the park, with interpretation of the various habitats and waymarked and improved cycle access linking the neighbouring communities including the Washwood Heath site. Ward End Park House within the park is currently vacant and presents the opportunity for refurbishment for commercial and community uses that will enhance the overall vitality and security of the park.

The East Birmingham and North Solihull Corridor has also been identified as one of six Levelling Up Zones as part of the West Midlands Combined Authority's Deeper Devolution deal. Key investment sites within each (including Washwood Heath) will be unlocked by a new agreement with the Government that enables the region to retain business rates growth over the next 25 years, worth around £500 million. This will ignite the WMCA's growth agenda, which sets the region on course to grow the local economy by £3 billion and create 45,000 new jobs.

Overall, the scale of development opportunity will allow the creation of a high-quality new business environment, with scope to create an area with outstanding amenities for business occupiers and visitors.

Policy GZ25 Washwood Heath Growth Zone

Uses

- Washwood Heath will be brought forward for high quality employment development and a Masterplan will be prepared with HS2 setting out in more detail the design, connectivity and sustainability guidance for the development of the site.
- To create an exemplar industrial development of over 20ha that provides the highest quality space and supporting infrastructure that both complements the HS2 Rolling Stock Maintenance Depot and NICC and attracts new businesses in key growth sectors including the rail industry.
- The land at Washwood Heath is within a Core Industrial Area and falls within the largest category of sites in the portfolio of industrial land prescribed under policy EC1. As such the sites provide opportunities for a range of strategic industrial uses within the following use classes;

i) B2 General Industry

ii) B8 Storage or Distribution

iii) Ancillary uses which serve and support the creation of a high quality and attractive environment for business staff and visitors will be supported where they are of an appropriate scale.

- The site is large enough for a variety of units to be provided within a high quality, modern and sustainable development that meets the needs of a range of occupiers. This allows for a wide range of potential buildings, including very large units that may have limited scope, to be constructed elsewhere in the city.

A high-quality environment

- Building design will be of high architectural and sustainable standards with active elements, such as reception areas and offices, forming strong features that animate and add interest to the public realm.
- The proposals should ensure good spatial and design relationships with existing development and the proposed development of the 4ha 'Aviva' site. The redevelopment of the site would allow more satisfactory relationships to be designed - including where sites have direct road frontages such as on Drews Lane. There may also be other areas of the site, for example Warren Road, Leigh Road and Common Lane, where the impact on adjacent residential dwellings will need to be addressed.
- The potential inclusion of the smaller business premises at the corner of Bromford Lane and Drews Lane would allow the wider development site to have a more visible presence at a key location as well as securing an improvement to the built environment at this location.
- A strong landscape strategy should be an integral feature of new development. Structured planting will provide attractive settings for development along the road frontages and this can also break up / screen the larger areas of open hard surfaces. Large parking areas should be subdivided with tree and shrub planting and mounding and level changes could help reduce the scale and impact of buildings. Existing trees should be retained, particularly where they offer screening to adjoining residential properties, and the Warren Road Site of Local Importance for Nature Conservation (SLINC) enhanced.
- In addition to the east /west open space to the south of the Rolling Stock Maintenance Depot, landscaping will offer the opportunity to create further links through the area with possible links to Ward End Park and the River Tame/Bromford Estate. Such links could relate to sustainable urban drainage facilities and could incorporate cycle paths and footpaths separate from the road network.
- A water course, the Wash Brook, runs northwards through the site. This, in part is within a culvert, which may have the potential to be opened up as a feature of the development whilst also addressing flood risk issues.
- Although there are no listed or locally listed buildings on site, development should address the relationship with adjacent locally listed buildings, including the setting and context of school buildings in Warren and Leigh Roads.

Connectivity

- The implementation of an agreed Travel Plan, including freight and HGV movement, will be a requirement of all development occupiers. Travel Plans should promote

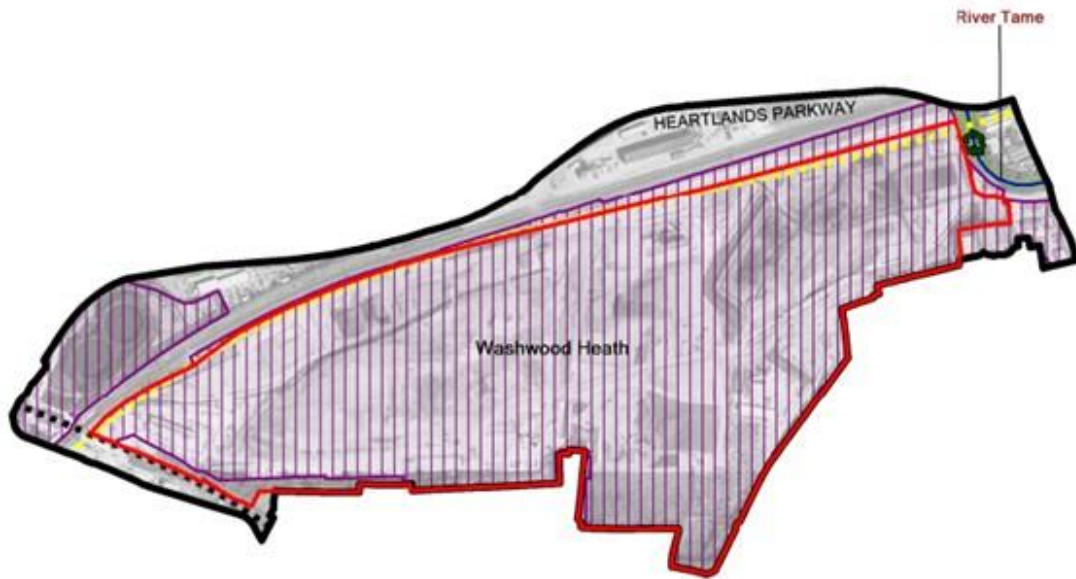
active travel and sustainable modes of travel including the prioritisation of walking, cycling and public transport at the outset.

- This movement of freight and HGV traffic to and from the site should be via the Bromford Lane/Wolseley Drive all movement junction and incorporate any improvements that are required. A secondary access should also be explored from Aston Church Road.
- There is potential for limited frontage access from Drews Lane and Common Lane that could provide additional access points for pedestrians, cyclists, cars, visitors and employees. However heavy industrial traffic will be routed to the strategic highway network and access through the residential areas of Leigh Road, Drews Lane and Common Lane will be controlled.
- Internal roads should also contribute to providing a high-quality setting for development as well as attractive circulation space and a quality working and visitor environment. Design should encourage low vehicle speeds and explore the potential for linked access roads to avoid cul de sac, with strategies for good lighting, signage, and security.

Key infrastructure requirements









- Access improvements to Bromford Lane and Bromford Gyratory as required, including HGV access.
- Public transport investment, including new bus stops and enhancements and linkages to the proposed rail station at Fort Dunlop / Bromford (as part of the Midland Rail Hub).
- The promotion of active travel including pedestrian and cycle facilities
- New and improved public spaces and pedestrian environment throughout the site including the east / west link through the site as well as links to Ward End Park to the south and the River Tame and Bromford Estate to the east.
- Further enhancements to Ward End Park, including Ward End Park House
- Training and job opportunities targeted at the local community.
- Improvements to the Wash Brook including the water quality and exploring the restoration of the natural channel where possible.

Washwood Heath Growth Zone



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KEY

| | | | | | |
|---|-----------------------|---|---|--|---------------|
|  | Growth Zone Boundary |  | Nature Recovery Network - Core Habitat Zone |  | Major Highway |
|  | Site Allocations |  | Rail Line |  | Watercourse |
|  | Core Industrial Areas |  | HS2 | | |

GZ26 Langley Sustainable Urban Extension

Factual changes are proposed to the existing BDP policy GA5 Langley Sustainable Urban Extension and are set out below as the proposed new Policy GZ26.

Introduction

Land to the west of the A38 at Langley was released from the Green Belt in the Birmingham Development Plan (2017) for the development of a sustainable urban extension to provide for new housing to meet the needs of the City's growing population.

Vision

New development at Langley will achieve the highest standards of design and sustainability and a network of green spaces including a green corridor to New Hall Valley Country Park. A range of supporting facilities will be provided, including new schools and other services, together with significant improvements to the local highway infrastructure and public transport services.

Background and justification

Exceptional circumstances to justify alterations to the Green Belt boundary in order to allocate a Sustainable Urban Extension at Langley were demonstrated through the adoption of the BDP. The allocation of Langley SUE in the BDP was followed by adoption of the Langley Supplementary Planning Document (2019) which provides additional detail to support implementation. The SPD sets out detailed guidance in relation to connectivity, design, and sustainability. It also defines the approach to delivery and phasing. The majority of the development area is considered to have low ecological value, with small areas of higher value designated as SLINCS. However, adequate mitigation and compensation will be delivered as part of the development process. Development should protect and enhance biodiversity reflecting priorities in the City of Nature Plan and Local Nature Recovery Strategy.

The landscape and visual sensitivity of the majority of the area is judged to be low due to the lack of landscape components and potential development being able to be accommodated in the area without significant loss of landscape features and opportunities for replacement/mitigation.

Land west of the A38 is clearly the most sustainable and accessible of all the options considered due to its proximity to existing local facilities. It also has fewer highway constraints and will impact on fewer junctions.

Heritage assets within the development area include Fox Hollies and its surroundings, including the parkland to its south and the crucible walls to its east; Langley Heath Farm and its setting; Langley Gorse and its setting; Langley Hall and its surroundings, including the moat and two fishponds; former fishponds or millponds on Langley Brook; Springfield Farm and its enclosure; fields around Ash Farm; and Fox Hollies Road. These include designated heritage assets and their settings which will be excluded from development, and heritage assets whose contribution to the character of the place can be enhanced by retention and through design solutions. Archaeological excavation will be undertaken in advance of development, followed by analysis of the results and publication of reports.

New Hall Valley Country Park is an important countryside area which penetrates deep into the urban area and is designated as Green Belt. Retaining a green corridor to the Country Park and

the wider Green Belt is a key element of the proposed development. At an appropriate time in the future this green corridor should be re-designated as Green Belt.

Langley's housing density will be a range of densities between 25 – 60 dph with an average around 35-40 dph, reflecting the site's urban fringe location adjacent to open countryside. This density responds to the site's landscape character, environmental qualities and its primary focus on family housing.

Policy GZ26 Langley Sustainable Urban Extension

The Langley Sustainable Urban Extension will be an exemplar of sustainable development and a destination of choice for families wishing to live in Birmingham. The development will achieve the highest standards of sustainability and design and provide a range of supporting facilities to help foster a strong sense of community. The creation of well connected, integrated and sustainable transport links will be essential to making this a sustainable neighbourhood. Development will also protect and enhance existing heritage assets in the area and provide a network of connected green spaces.

The new neighbourhood will provide for a mix of housing sizes, types and tenures, including affordable housing in line with the requirements in Policy HN4 (Residential Densities). There will, however, be a primary focus on the provision of family housing. As the primary focus of the Langley SUE will be for family housing, this will include areas of residential development at densities averaging around 35 – 40 dph.

Sustainability and Design

- Development layout, buildings and open spaces will be designed to the highest possible standards. The new neighbourhood will have a strong sense of place and distinctive character with building layout and design informed by the local topography, landscape and heritage assets complemented by appropriate use of innovation in design. It will be a safe place where carefully considered site layouts and well-designed buildings and open spaces promote positive social interaction and natural surveillance and minimise the potential for crime and anti-social behaviour. Appropriate provision will be made for people with disabilities. Local people will play a meaningful role in shaping development and managing the new neighbourhood, contributing to a sense of community.
- Langley's housing density will average around 35 – 40 dph, reflecting the site's urban fringe location adjacent to open countryside. This density responds to the site's landscape character, environmental qualities and its primary focus on family housing.
- The development will need to achieve the highest standards of sustainability including the use of low carbon energy generating technologies such as air source heat pumps.
- A range of supporting facilities will be included as part of the development including early years provision, new primary schools, a new secondary school, health care facilities and local shops and services.

Connectivity

- A network of integrated pedestrian and cycle routes will be required throughout the site which should be linked to the adjoining employment area at Peddimore, the North Birmingham Cycle network, Sutton Coldfield Town Centre, Birmingham City Centre and other local centres. Routes are required to be direct, connected, safe, attractive and comfortable. This includes the provision of further Public Rights of Way that can be planned to link with those that already exist within the area.
- New and improved bus connections such as 'Sprint/Rapid Transit services will be needed to directly link the site with Sutton Coldfield Town Centre, Birmingham City

Centre and other key employment destinations. The enhancement of rail services could significantly improve accessibility to North Birmingham, including longer term projects such as new commuter stations at Castle Vale, The Fort, Walmley and Sutton Coldfield.

- Strategic transport modelling has been undertaken so that impacts and appropriate mitigation, where necessary, have been identified and discussed with National Highways England (in relation to the Strategic Road Network) and adjoining highway authorities.
- An area wide community travel plan will be developed to promote the use of local amenities and encourage greater use of the cycle, bus and rail networks. The products can be spread beyond the site to benefit those who live in neighbouring areas, and reduce the amount that people use the private car. Strong targets will be required to achieve a modal split and travel demand comparable to the adjacent residential areas.

Green space and Ecology

- Green space will be an important feature of the development to reflect the urban edge location and to provide multiple benefits for residents that include recreation, landscape and wildlife value, sustainable drainage, cycling and walking routes.
- All residents should have access to publicly accessible open space, children's play areas, playing fields and allotments, in line with the requirements of policy CE14
- An appropriate buffer will be provided from designated sites/ existing habitats, particularly semi-natural broadleaved woodland, semi-improved grassland and watercourses. Additional habitats, including woodland, semi-improved grassland, wetland and hedgerows, should be created as part of the development to increase the biodiversity value of the area. These areas should link into the existing green infrastructure network across the city.
- Development should seek to protect and enhance biodiversity reflecting priorities in the City of Nature Plan and Local Nature Recovery Strategy.
- A substantial green corridor connecting New Hall Valley Country Park with the wider Green Belt beyond the A38 will be an integral part of the development. This green corridor will incorporate and enhance existing woodland, wetland and other landscape features and wildlife habitats. The corridor will be accessible to the public and include linkages with the North Birmingham Cycle initiative.
- Development will need to consider impacts on soil resources during construction and operation, adhering to Defra's Code of Practice to protect soil.

Heritage Assets

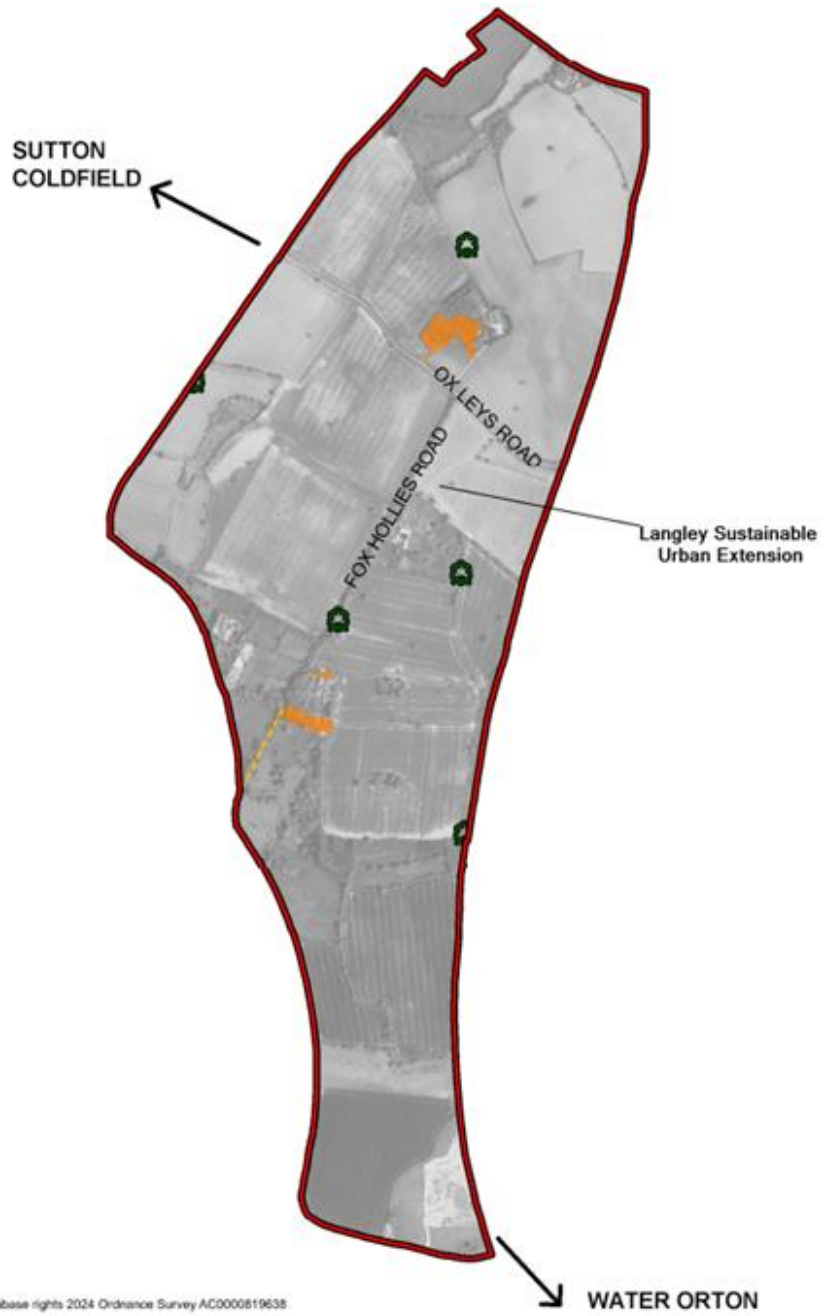
- The development area contains 3 listed buildings and many currently undesignated heritage assets including a locally listed building, archaeological remains and other historic buildings.
- The design of the development will be required to protect and enhance known archaeological features and the character and setting of heritage assets in the area.
- Archaeological excavations will be required in advance of development, followed by analysis of the results and publication of reports.

A Supplementary Planning Document has been prepared to provide detailed guidance on design, phasing and site access to ensure a comprehensive development of the site and relationship with Peddimore (GZ27).

Key infrastructure requirements

- The key infrastructure requirements are set out in the Council's Adopted Langley Supplementary Planning Document and these should be delivered comprehensively as part of the Sustainable Urban Extension.

Langley Sustainable Urban Extension Growth Zone



 NORTH
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| KEY | |
|---|---|
|  | Growth Zone Boundary |
|  | Site Allocations |
|  | Statutorily Listed Buildings |
|  | Nature Recovery Network - Core Habitat Zone |

GZ27 Peddimore

Introduction

Peddimore is located to the north-east of Sutton Coldfield, on land released from the Green Belt through the Birmingham Local Plan 2017. The site provides 71ha for employment uses to meet the needs of expanding sectors in the city. The first phase of development, as well as road access infrastructure, has been delivered.

A high quality employment site of 71 ha is allocated at Peddimore, Minworth through the Birmingham Development Plan (2017). The site is required to meet the shortfall in best quality employment land. Providing high quality employment land to meet the needs of the expanding growth sectors is essential in supporting the economic prosperity of the City. The first phase of development, as well as road access infrastructure, has been delivered.

Vision

Peddimore will become an exemplar industrial development that provides the highest quality space with supporting infrastructure to attract new businesses in key growth sectors, including advanced manufacturing. It will be well-connected for sustainable transport, and a strong design-led approach will be taken to ensure that buildings and infrastructure contribute towards creating the highest quality place that successfully integrates into the surrounding landscape. The scheme will deliver a multi-functional green infrastructure network, where valuable landscape and ecological assets are enhanced, increasing biodiversity and habitat connectivity. Buildings will also contribute towards these networks and will meet high sustainability standards.

Background and justification

Exceptional circumstances to justify alterations to the Green Belt boundary in order to allocate land at Peddimore for employment use were demonstrated through the adoption of the BDP. The allocation in the BDP was followed by adoption of a Supplementary Planning Document (2019) which provides detailed guidance to support implementation of the policy. The SPD sets out detailed guidance in relation to connectivity, design, and sustainability. It also defines the approach to delivery and phasing.

The site has low ecological and landscape value and sits within a low lying basin which provides an opportunity to visually contain large scale employment development. The site lies in close proximity to the M42 junction 9 and existing employment areas at Minworth and Kingsbury.

The City Council partnered with IM Properties in 2018 to deliver the scheme. Outline planning consent was secured in August 2019. The first phase has delivered an anchor logistics warehouse. A new junction on the A38 provides vehicular access into the site, and a pedestrian and cycle bridge over the A38 connects the site to the Langley Sustainable Urban Extension and the North Birmingham cycle network to the west. Landscaping has also been delivered. As part of the site wide permission and Section 106 Agreement, a Green Travel District Partnership Board was established in December 2023 with the main objective being to coordinate a 'Monitor & Manage' approach to the use of developer contributions for highways and active travel initiatives to the benefit of occupiers and the wider community. As the Langley SUE comes forward, they will also sit on and participate as part of this group. The moated site at Peddimore Hall is a

Scheduled Ancient Monument and its setting is of archaeological importance and will remain in the Green Belt.

Other heritage assets in the development area include Forge Farm, buildings at Wiggins Hill, the Birmingham and Fazeley Canal and historic field boundaries and landscape features. Archaeological excavation will be required where development affects known, predicted or potential heritage assets of archaeological interest.

Peddimore provides a huge opportunity for jobs and this potential has been maximised through promoting local employment and opportunities to improve local skills. A Local Employment Strategy has been developed to secure the economic benefits of Peddimore for local communities. The development will support significant new jobs and training opportunities for local people. A minimum total of 60 Person Weeks of employment per £1million spend on the construction of the site will be provided for New Entrants whose main residence is in the Local Impact Area identified by Birmingham City Council's Employment Team or an alternative source agreed by the Council provided always that each new entrant is suitably qualified for the relevant role. This is secured through a S106 agreement.

Peddimore has been designated a Green Travel District and to support this an online active travel planner has been published. This provides up-to-date information on walking, cycling, public transport, and driving sustainably to and from Peddimore.

Policy GZ27 Peddimore

Peddimore will deliver 71Ha of land for E(g)(ii) Research and development of products or processes, E(g)(iii) Industrial processes, B2 General Industrial and B8 Warehousing and Distribution uses.

In line with the Peddimore Supplementary Planning Document, future development will need to ensure:

High quality design and landscaping

- The development will be of the highest quality in a landscaped setting. A landscape buffer area including reinstatement of historic hedgerows will reinforce the Green Belt boundary to the north and east. Development should not take place outside the developable area shown on the Policies Map, and building heights close to the northern and eastern edges of that area should be carefully controlled in order to limit their visual impact on the higher ground/ridge to the north and east which screen longer distance views of the development from the wider Green Belt.

Access improvements

- A network of integrated pedestrian and cycle routes throughout the site which should be linked to the Langley Sustainable Urban Extension and the North Birmingham cycle network. Routes are required to be direct, connected, safe, attractive and comfortable.
- New bus connections, such as Sprint/Rapid Transit services providing direct links to Sutton Coldfield Town Centre, Birmingham City Centre and the major residential areas of Sutton Coldfield, East Birmingham, and North Solihull.
- The development will benefit from a new junction with the A38 and new connections into the built up area along with upgrades to corridors connecting the site with Sutton Coldfield, Birmingham City Centre and the adjoining area. Strategic modelling has been undertaken so that impacts and appropriate mitigation, where necessary, can be identified and discussed with National Highways (in relation to the Strategic Highway Network) and adjoining highway authorities.

- A travel plan will be prepared to reduce private motorised journeys as a means of travel to work and promote sustainable modes of travel. The implementation of an agreed plan, including Freight Management, will be a requirement on all development occupiers.

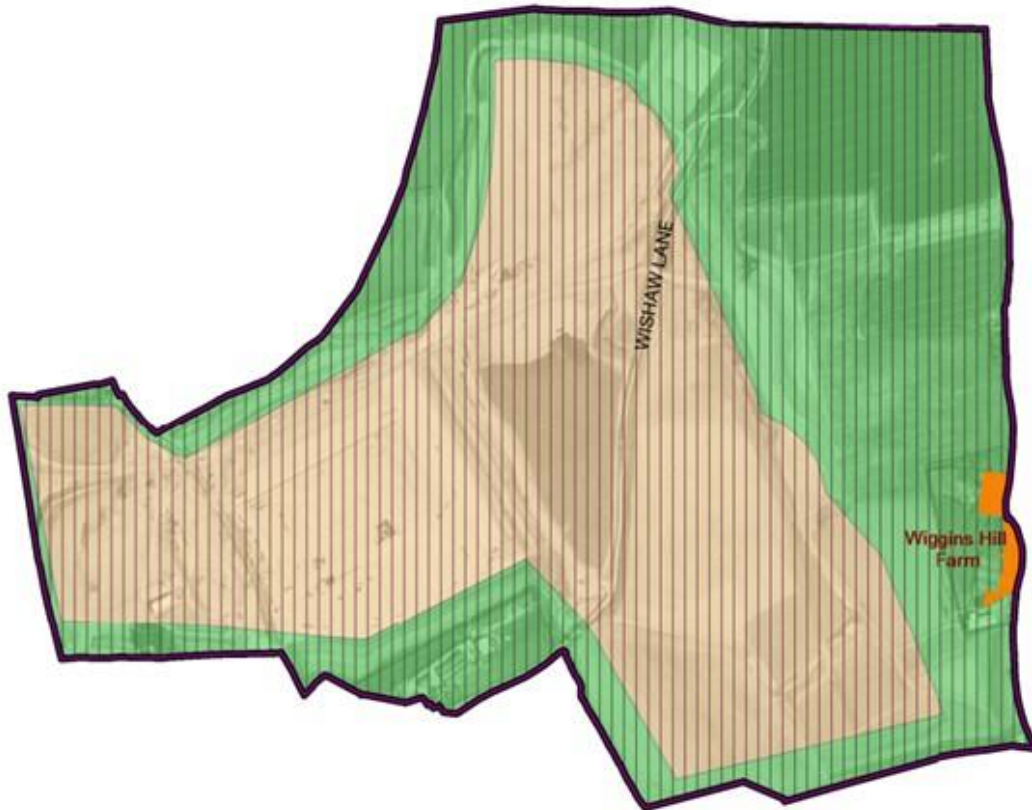
Enhanced biodiversity and protecting heritage assets

- Opportunities to enhance the biodiversity value of the site such as enhancements to Peddimore Brook and reinstatement of hedgerows will be required.
- The design of the development will be required to protect and enhance known archaeological features and the character and setting of heritage assets in the area. These include the long-distance views of Peddimore Hall and the Scheduled Ancient Monument, Forge Farm and its setting, Wiggins Hill Farm and its setting, and the Birmingham and Fazeley Canal and its setting. Archaeological excavations will be required in advance of development, followed by analysis of the results and publication of reports.
- Development will need to consider impacts on soil resources during construction and operation, adhering to Defra's Code of Practice to protect soil.
- A Supplementary Planning Document has been prepared to address issues of design, access and phasing to ensure a comprehensive development and relationship with Langley SUE (Policy GZ26 (formerly Policy GA5)).
- Prior to development commencing an investigation should be undertaken into the existence of mineral deposits on the site, and any viably workable minerals should be extracted.

Key infrastructure requirements

- The key infrastructure requirements are set out in the Council's Adopted Peddimore Supplementary Planning Document and these should be delivered comprehensively as part of the Sustainable Urban Extension.

Peddimore Growth Zone



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KEY

- | | |
|--|--|
|  Growth Zone Boundary |  Developable_Area |
|  Statutorily Listed Buildings |  Landscape Buffer |
|  Core Industrial Areas | |

Site Allocations

Introduction

The purpose of this chapter is to set out the policy for allocating land for development to achieve the spatial vision and objectives of the BLP. Most of the proposed site allocations fall within the Growth Zones set out in the previous chapter but some are located in other parts of the city.

The allocation of a site in the plan establishes the principle of a particular land use, but it does not grant planning permission for development on that site. The site allocation policies will be used in the determination of planning applications.

The site-specific detail contained in Appendix 1 describe the types of development / land uses that the Council will expect to take place and the site-specific requirements that will need to be taken into account when developing the sites. They do not repeat other local plan policies and supplementary planning documents which apply to all sites including those allocated in the plan.

Each proposed allocated site is shown on the draft policies map. Site boundaries may not reflect the boundaries of ownership or lawful use. It may also be necessary to include additional land or exclude part of the allocated land within a planning application site, for example to secure a suitable access on highway safety grounds.

Policy SA1 Site allocations

The sites listed below and shown on the draft Policies Map will be developed for the uses identified and in accordance with the accompanying development considerations set out in Appendix 1 'Site allocation information' and with all other relevant local plan policies and supplementary planning documents.

| Site Allocations | Capacity (net) |
|---|-----------------|
| Martineau Place and Carrs Lane | 2,000 dwellings |
| Suffolk Street Queensway | 240 dwellings |
| Former Axis Building | 506 dwellings |
| The Wharf, Gas Street Basin | 360 dwellings |
| Town Hall Car Park | 120 dwellings |
| Nechells Community Centre | 64 dwellings |
| Duddeston Manor Road Shops | 361 dwellings |
| Bloomsbury Street Cluster of Shops | 12 dwellings |
| Holland Road West Industrial Units | 172 dwellings |
| Millennium Point and Environs | 2,720 dwellings |
| Aston Triangle Major Development Site | 800 dwellings |
| 1 Lancaster Circus | 200 dwellings |
| Smithfield Quarter | 2,500 dwellings |
| Wheeler Street Shopping Precinct | 51 dwellings |
| Newtown Shopping Centre (including former Newtown Swimming and Wellbeing Centre now closed) | 901 dwellings |
| New John Street West and Bridge Street West | 1,335 dwellings |
| Five Ways Hub | 800 dwellings |

| | |
|--|--|
| New Garden Square | 1,992 dwellings |
| 126-150 Hagley Road | 343 dwellings |
| Former Clarendon Suites | 191 dwellings |
| Tally Ho | 143 dwellings |
| Edgbaston Mill | 400 dwellings |
| Cheapside Major Development Site | 2,720 dwellings |
| Digbeth High Street Major Development Site 1 | 770 dwellings |
| Former Irish Centre | 454 dwellings |
| Bull Ring Trading Estate | 995 dwellings |
| Digbeth HUB | 3,143 dwellings |
| Warwick Bar | 3,000 dwellings |
| Lawley Middleway Major Development Site | 864 dwellings |
| Former Wheels site | 16 hectares |
| Humpage Road/Cherrywood Road, Bordesley Green | 92 dwellings |
| Land at Cherrywood Road, Bordesley Green | 77 dwellings |
| Parkfield Road / Anthony Road | 54 dwellings |
| Land bounded by Coventry Road/ Bolton Road/ Arthur Street | 50 dwellings |
| Former Muhammed Ali Sports Centre & Surroundings | 148 dwellings |
| Hunters Road and surrounding area | 1,645 dwellings |
| Junction of Soho Hill and Hamstead Road | 56 dwellings |
| Heaton House | 76 dwellings |
| Bill House | 59 dwellings |
| Gib Heath | 662 dwellings |
| Westwood Business Park | 440 dwellings |
| Site on Witton Road adjacent to entrance to Witton railway station | 63 dwellings |
| Tame Road industrial units along the River Tame | 88 dwellings |
| Corner of Witton Road and Witton Lane | 81 dwellings |
| River Tame Corridor | 559 dwellings |
| Perry Barr Village Phase 2 | 458 dwellings |
| Perry Barr Village Phase 1 | 983 dwellings |
| One Stop Shopping Centre and adjoining land | 200 dwellings |
| Birchfield Gateway | 400 dwellings |
| Western Road | 182 dwellings |
| Tower Mount | 14 dwellings |
| Former Tower Ballroom | 98 dwellings |
| Icknield Port Loop (IPL) | 1,150 dwellings |
| City Hospital | 750 dwellings |
| Icknield Square | 150 dwellings |
| Moilliett Street Park | 113 dwellings |
| Hermatic Rubber Factory (also known as Auto Services) | 260 dwellings |
| H-Suite Edgbaston | 100 dwellings |
| South Parade Car Park, Sutton Coldfield | 70 dwellings |
| Red Rose Wider Area | 323 dwellings |
| Station Gateway | 100 dwellings |
| Newhall Walk Shopping Centre and adjoining sites | 160 dwellings |
| Gracechurch Centre | 168 dwellings |
| Park Square | 380 dwellings |
| Longbridge West Works | 350 dwellings 43,243 sq.m. industrial |

| | |
|---|-----------------|
| Longbridge MG Site | 695 dwellings |
| Prices Square and Bell Lane | 50 dwellings |
| North and South of Lockwood Road | 50 dwellings |
| Selly Oak Industrial Estate, Elliott Road | 290 dwellings |
| Bristol Road South and Chapel Lane (The Triangle site) | 102 dwellings |
| Central Square | 200 dwellings |
| Hay Hall Road | 3.38 hectares |
| Tyseley Energy Park | 0.87 hectares |
| Hay Hall Business Park | 1.98 hectares |
| Former Redfern Road Depot | 1.6 hectares |
| Washwood Heath HS2 RSMD | 24 hectares |
| Langley Sustainable Urban Extension | 6,000 dwellings |
| Peddimore | 71 hectares |
| Site of New Monaco House | 1,009 dwellings |
| Former Yardley Sewage Works | 298 dwellings |
| Albert Road/Station Road, Stechford | 143 dwellings |
| BLP 35 The Meadway (site of former Poolway shopping centre) | 229 dwellings |
| Boldmere Local Centre | 90 dwellings |
| Hockley Port Canal Basin | 137 dwellings |
| The Lanes Wylde Green | 32 dwellings |
| Spring Hill | 735 dwellings |
| Digbeth High Street Major Development Site 2 | 517 dwellings |
| Ladywood Regeneration Initiative | 5,410 dwellings |

Homes and Neighbourhoods

The provision of a sufficient quality and quantity of housing to meet the city's growing population is central to strategy of this Local Plan. The policies in this chapter contribute to the strategy of urban regeneration by providing a framework to deliver sufficient high quality and affordable homes set within sustainable neighbourhoods. The approach seeks to ensure that there is a sufficient supply of land to enable a variety of housing to meet a wide range of needs, and that the city becomes an increasingly attractive place to live.

HN1 New Residential Development

Introduction

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

Policy HN1: New residential development

All new housing in Birmingham is expected to contribute to making sustainable places. New residential development will be supported where it:

1. Is accessible to local facilities such as shops, schools, open space, leisure, recreation and work opportunities by modes of transport other than the private car;
2. Adds to the choice of housing sizes, types and tenures and meets identified housing needs catering for all incomes and ages;
3. Is well designed, sustainably constructed and climate resilient;
4. Will be adequately serviced by existing or new infrastructure which should be in place before the new housing for which it is required;
5. Is sympathetic to historic, cultural or natural assets;
6. The proposals do not conflict with any other policies in the Local Plan

Reasoned justification

In identifying potential development opportunities, the City Council has sought to create a sustainable pattern of development. Account has been taken of the availability of previously developed sites, their location and accessibility, the capacity of infrastructure, the ability to build mixed and balanced communities and constraints on development land, both physical and environmental.

Although every effort has been taken to make the HELAA as comprehensive as possible, it is inevitable, given the built-up nature of Birmingham, that other opportunities for development/ redevelopment for housing will arise. The NPPF supports the development of windfall sites through planning policies as long as it is realistic and historic windfall rates have been considered along with expected future trends.

The majority of new housing provision within Birmingham will be located on previously developed land within the existing urban area. Based on an assessment of future land supply, the City Council expects that a minimum of 90% of new homes provided in the city over the plan period will be built on previously developed land. This approach is consistent with the NPPF which encourages to make as much use as possible of previously developed or 'brownfield' land.

Key evidence

- National Planning Policy Framework (December 2023)
- Housing and Economic Development Needs Assessment (April 2022)
- Housing and Economic Land Availability Assessment (October 2023)
- Housing Strategy 2023- 2028 (January 2023)

Issues and Options consultation responses

Summary of comments:

- Need more energy efficient homes
- Release Green Belt and greenfield land for development to increase viability of affordable housing
- Need more affordable housing, housing for older people and family sized housing
- Need a strategy to deal with homelessness, high levels of HMOs and exempt accommodation

Alternatives policy options considered

This policy links with other policies in the plan which have considered alternative options. See draft housing policies HN2 - HN12, climate change and environment policies CE1-CE19, and connectivity policies CY1-CY7.

HN2 Affordable Housing

Introduction

The provision of affordable homes is a key priority for the Council as many residents in Birmingham have difficulty accessing and affording housing on the open market. The aim of the affordable housing policy is to deliver as many affordable homes as possible without compromising the overall housing delivery, so the Council also have to consider what is a reasonable and viable expectation on developers. This policy will set out how affordable housing will be delivered, by specifying the size of developments on which affordable homes will be provided and setting out the types of affordable housing required to address identified needs.

Policy HN2: Affordable housing

1. Developments of 10 or more dwellings, including changes of use, will be required to provide affordable housing to comply with the targets set out in the table below and in accordance with the site's location on the Birmingham Land Value Zones Map.

| Value Zone (new Zones) | Greenfield | Brownfield |
|------------------------|----------------|------------|
| Core Zone | Not applicable | 20% |
| High Value Zone | 35% | 25% |
| Medium Value Zone | 35% | 20% |
| Lower Value Zone | 20% | 20% |

2. Development proposals must provide the relevant percentage of affordable housing as set out in the affordable housing targets table above unless there are exceptional

circumstances relevant to the site, which are agreed with the Council. Under these circumstances a financial viability assessment undertaken in accordance with national planning guidance must be submitted. The Council will instruct an appropriate professional to examine the financial viability assessment, the cost of which will be met by the applicant. Where provision of reduced rates of affordable housing has been accepted, the Council reserves the right to require review mechanisms/ overage clauses.

3. Affordable housing will be required on other forms of residential development outside of Use Class C3 including purpose-built student accommodation (Policy HN7) which requires that 50% of the scheme's units are affordable; large scale shared housing (Policy HN8) which requires that 50% of the scheme's units are affordable and Build to Rent (BtR) which should ensure that 35% of its units are affordable. The size and tenure of affordable homes provided on individual sites should reflect local need and will be determined by negotiation, guided by Birmingham's Housing and Economic Development Needs Assessment 2022 (HEDNA) (or any subsequent equivalent), other up to date evidence of need, the Council's housing waiting list and site characteristics.
4. The tenure mix of affordable housing provided should comprise 70% social or affordable rent and 30% affordable home ownership.
5. Affordable housing provision should usually be met on site and should be indistinguishable from that of open market homes. Off-site provision (particularly in the case of Purpose Built Student Accommodation; Large Scale Shared Housing or Build to Rent schemes), or financial contributions in lieu of on-site provision will only be accepted in exceptional circumstances where it is robustly justified and contributes to mixed and sustainable communities. The commuted sum will be equivalent to the uplift in value resulting from the floorspace/units that would have been provided as affordable housing being delivered as unrestricted market housing.
6. In phased housing developments, developers will be expected to provide details of the affordable housing provision in each phase, including the number and type of affordable dwellings to be provided.
7. Build to Rent schemes should provide 35% of units as Affordable Private Rent at a minimum rent discount of 20% of local market rents. Rents should also not exceed the Local Housing Allowance level.

Reasoned justification

The NPPF aims to significantly boost the supply of homes and requires Local Plans to meet the need for affordable housing, family housing, older persons housing, student accommodation, housing for people with disabilities, travellers, and those who wish to self-build, among other needs.

Delivering more homes, including more affordable homes, is a key government priority which is also reflected within the city region and in Birmingham. This is articulated through Birmingham's Council's Corporate Plan 2022-2026 and its Housing Strategy 2023-2028. The Council has an existing ambitious programme of delivering affordable housing through direct delivery of new Council houses through the Birmingham Municipal Housing Trust.

There remains a significant unmet need for affordable housing for which the Council must plan for over the coming years. The consequences of unmet housing need are significant. These can include homelessness, households in temporary or unsuitable accommodation for

longer periods of time and overcrowding. Insufficient affordable housing will also act as an impediment to economic growth where companies experience problems in workforce recruitment and retention.

The government defines affordable homes as comprising social rent, affordable rented, and intermediate housing (such as shared ownership and rent to buy) provided to eligible households whose needs are not met by the open market. Social and affordable rent homes are for those in affordable need on the Council’s Housing Register. Affordable rent can be charged at up to 80% of market rent (inclusive of service charge) but, in order to ensure those rents are locally affordable they should not exceed the Local Housing Allowance.

The requirement for the provision of affordable housing is justified on the basis that Birmingham has a high level of housing need, as evidenced in Birmingham’s Housing and Economic Development Needs Assessment 2022 (HEDNA). The HEDNA identified a need 5,295 affordable rented homes (social and affordable) per annum to 2042 (including existing households already in accommodation) in addition to a need for 1,011 affordable home ownership homes per annum over the same period.

The scale of need means that the Council is justified in seeking to secure as much affordable housing as viability allows in order to maximise the provision of affordable homes on sites of all values. This policy is consistent with the government’s policy that where local authorities have identified that affordable housing is required, they should set policies for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified, and the agreed approach contributes to the objective of creating mixed and balanced communities.

The HEDNA analysed the size and tenure of affordable housing needed in the city over the plan period. This is summarised in the table below.

Affordable and market housing mix (Source: HEDNA 2022)

| Tenure | 1 bedroom | 2 bedrooms | 3 bedrooms | 4+ bedrooms |
|---------------------------|-----------|------------|------------|-------------|
| Market | 5% | 35% | 40% | 20% |
| Affordable home ownership | 20% | 40% | 30% | 10% |
| Affordable rented housing | 20% | 35% | 25% | 20% |

The HEDNA shows that most households in housing need are only able to afford to rent below market level, so the provision of homes at social rent or affordable rent is the most important aspect of affordable housing provision. Based on the HEDNA 2022, the ratio between affordable homes for rent and affordable home ownership is 84%: 16%.

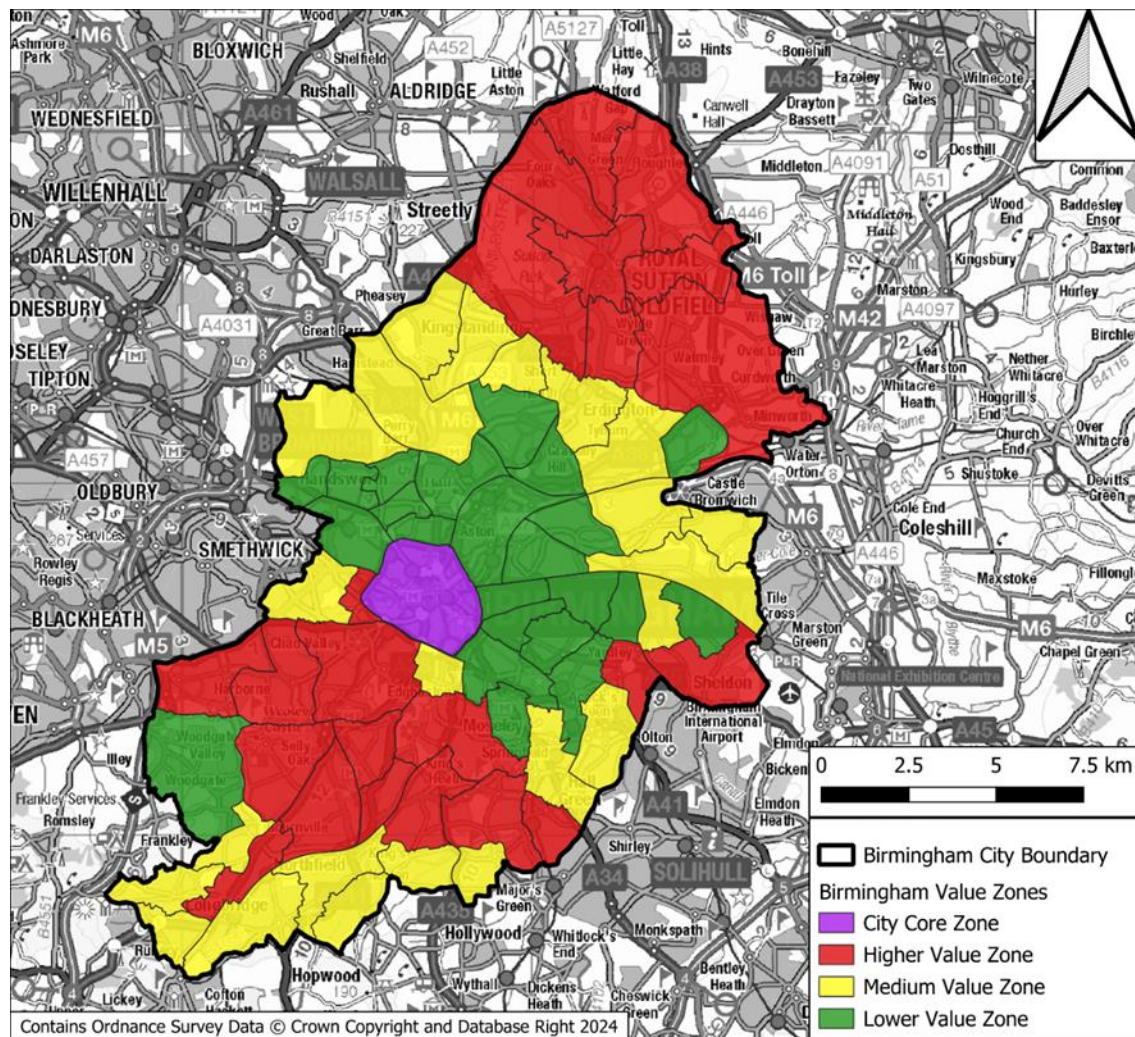
The NPPF requires 25% of affordable homes to be provided as First Homes. On this basis, the policy proposes 30% affordable home ownership (includes First Homes) and 70% social or affordable rent. This allows for other forms of AHO such as shared ownership which have lower deposit requirements. On this basis the policy proposes 25% affordable home ownership (includes First Homes) and 75% social or affordable rent. This maximises the opportunity to increase the level of rented housing which is where the most acute need arises.

This tenure mix accords with national policy current at the adoption of this plan. The tenure mix will be reviewed in the event that national policy changes or if new local evidence on affordable housing needs becomes available.

In some instances, the tenure mix as set out in the table above will not be appropriate. For example, there may be some sites that deliver a small number of affordable homes where just one of two of each affordable tenure may not be attractive to a Registered Provider. There may also be instances where direct delivery of affordable homes by a Registered Provider or the Council will deliver a greater provision of one type of affordable tenure to offset or support affordable delivery elsewhere in the city. The Council may also wish to revise the mix on an individual site, for instance, to secure larger dwellings.

New development should contribute towards mixed and sustainable communities, therefore affordable housing should be provided on site and fully integrated with market housing. This should be achieved by suitably pepper potting the affordable housing across the site, ensuring it is materially indistinguishable from market housing in both siting and design.

New developments will be expected to provide the relevant % of affordable housing in accordance with the above table and according to their location within the Value Zones Map shown below. Unless there are very particular and exceptional site-specific circumstances as agreed by the Council where it can be evidenced that development viability is an issue. Under these circumstances, developers will need to submit sufficiently detailed viability evidence which will be reviewed by the Council and an independent appropriate professional.



Source: *Aspinall Verdi Birmingham Value Zones (2024)*

To allow this analysis to take place in an open and transparent manner a viability report undertaken in accordance with national planning guidance, should be provided as part of pre-

application discussion or application submission with the data and information available in an open-book format. The assessment should clearly outline the maximum number of affordable dwellings which can be achieved on site. Costs associated with the assessment and third-party review should be met by the developer. Viability assessment will be made publicly available other than in exceptional circumstances, and in such circumstances an executive summary will be made publicly available.

Where the Local Planning Authority has accepted a lower affordable provision, it reserves the right through the legal agreement to re-assess the viability of a site, especially on large and strategic scale sites to ensure the maximum number of affordable homes is achieved. To enable this the policy makes provision for the Local Planning Authority to re-assess levels of affordable housing proposed on subsequent phases of development where further full or reserved matters applications are submitted for consideration. This is considered a fair means of achieving the appropriate level of affordable housing as it will not only allow the increase of provision but also, in times of a downturn in the housing market, avoid the retention of unachievable targets that would stymie residential development.

Commuted sums will be used to target areas of need in the city. They may also be combined with Council or social housing provider building programmes.

Affordable housing will be secured in perpetuity and monitored via an appropriate legal means e.g., Section 106 agreement, subject to Right to Buy/Acquire, staircasing and mortgagee in possession provisions. Delivery must be phased with the market housing on site in accordance with triggers specified in the Section 106 agreement.

Where it is proposed to phase development or sub-divide sites, or where only part of a site is subject to a planning application, the Council will take account of the whole of the site when determining whether it falls above or below the thresholds set out above.

The NPPF defines Build to Rent as purpose-built housing that is typically 100% rented out. Schemes typically offer longer tenancy agreements of three years or more and will typically be professionally managed stock in single ownership and management control. The Council will support these in accordance with the latest NPPF and PPG at the time of decision making. Viability Assessment has evidenced that 35% of the units for BtR schemes should be affordable.

Key evidence

- Housing Background Paper (2024)
- Birmingham Housing and Economic Development Needs Assessment (April 2022)
- Birmingham Housing Strategy 2023-2028
- Birmingham Local Plan Viability Assessment (AspinallVerdi) (April 2024)
- Authority Monitoring Report 2021/22

Issues and Options Consultation Responses

A summary of the comments:

- A lot more affordable housing is needed
- Need a tighter definition of affordable housing
- Challenge viability claims of developers
- A simple split of affordable rent and affordable home ownership preferred

Alternative policy options considered

There are three main issues with regards affordable housing policy. The first one is the amount of affordable housing that should be required, the second is the type of residential accommodation that would be subject to the provision of affordable housing and third is the affordable housing mix that should be required.

In relation to the amount of affordable housing required, the options that have been considered were:

- Maintain the current policy approach of 35% affordable housing on sites over specified site size thresholds (VA to test different site size thresholds)
- Increasing the affordable housing requirement above 35%
- Reducing the affordable housing requirement below 35%
- A more flexible and tailored approach to recognise the different characteristics of certain types of sites and areas e.g. lower contribution on sites in lower value zones and higher contributions on sites in higher value zones

The above options have been tested through the Whole Plan Viability Assessment in conjunction with the possible introduction of increased policy requirements in other areas such as sustainable construction and biodiversity net gain. The evidence found that there are more specific viability issues for affordable housing delivery, particularly within the City Core Zone and the Low Value zone and Medium Value (brownfield) Zone recommended that only 10% and 15% affordable housing targets respectively are deliverable here. However, the Council considers that these are very low targets and would not be sufficient provision to meet the City's affordable housing needs. The Local Plan Review must also help to address wider issues around reshaping the land values within the City.

The Viability Assessment represents a snapshot in time in terms of interest rates and inflationary pressures which are expected to ease considerably as we move towards the new Plan Review period. The affordable housing targets based on the Value Zone approach set out within the policy represent a downwards move from the current affordable housing target based on the evidence findings. Value Zones are a new approach which recognise differences across the city. Finally, where specific developments are unable to meet the affordable housing targets set out in the policy, site specific financial viability appraisals can be submitted to establish the amount of affordable housing that could be delivered.

In relation to the types of development that would be required to provide affordable housing, the viability assessment has tested:

Requiring affordable housing on purpose-built student accommodation. Requiring affordable housing on large scale shared accommodation (co-living). Requiring affordable housing on housing for older people and others with support and care needs.

The Viability Assessment results have established the following:

- Due to the specific viability challenges of delivering older persons' housing, the evidence suggests on the basis of the market research, appraisal inputs and policy requirements, Older Person's Housing is exempted from Affordable Housing provision.
- Based on the appraisals and overall observation of the Build to Rent (BtR) market, that 35% affordable housing is required on BtR schemes.
- Co-living schemes generate a much higher price per square metre and the appraisals indicate that a co-living scheme is viable at 50%. Therefore, an affordable housing target of 50% will be sought for co-living schemes.
- The Viability Assessment has found that Purpose Built Student Accommodation (PBSA) is viable in the higher value/core locations close to the universities. It is recommended that the affordable housing target is set at 50% for PBSA.

In relation to the affordable housing mix required, the options that have been considered are:

- A policy specifying a tenure split between social rented, affordable rented and affordable home ownership.
- A policy with a simple split between social/ affordable rent and affordable home ownership.

The second option is recommended by the HEDNA as it is recognised that there will be a need for both affordable rent and social rent and actual delivery may depend on funding streams available. Additionally, the HEDNA observes that for many households (those needing to claim benefits) either tenure would be equally affordable in practice.

HN3 Housing Type and Size Mix

Introduction

In bringing forward new housing schemes the type, size and tenure of homes will be just as important as the overall numbers that are built. This policy seeks to ensure that new housing provision is made in the context of creating sustainable communities which contain a mix of dwelling types, sizes and tenures.

Policy HN3: Housing type and size mix

New housing developments should provide a mix of dwelling sizes, types and tenures in order to meet local needs and support the creation of mixed, sustainable and inclusive communities. Account will need to be taken of:

1. the Birmingham Housing and Economic Development Needs Assessment 2022 (or any subsequent revision);
2. detailed local housing needs assessment (where relevant);
3. other up-to-date evidence of need;
4. the locality and ability of the site to accommodate a mix of housing; and
5. market signals and local housing market trends.

The provision of affordable housing will be required in accordance with Policy HN2 Affordable Housing.

Reasoned justification

Paragraph 62 of the NPPF requires local planning authorities to assess the size, type and tenure of housing needed for different groups in the community and reflect these in planning policies.

The Council's Housing Strategy seeks to ensure people live in a home that is right for them, and make sure they have a choice of accommodation. This includes families with dependent children, housing for older people, affordable homes and homes for younger working residents.

It is important that new housing adds to the choice of accommodation available to people, whatever their circumstances, and creates sustainable inclusive communities. New housing should therefore provide a mix of both market and affordable housing, and a choice of tenures, prices, sizes and types.

The City Council has undertaken and Housing and Economic Development Needs Assessment (HEDNA) which considers the appropriate mix of housing across Birmingham. The analysis takes account of demographic changes; future growth in real earnings and households' ability to save; economic performance and housing affordability.

The proportion of households with dependent children in Birmingham is higher than the regional and national average with 34% of all households containing dependent children (Census 2021). The analysis looked at a range of statistics in relation to families and the projected change in the number of households in different age groups.

The HEDNA concludes that the table set out in Policy HN2 represents an appropriate mix of affordable and market homes by number of bedrooms. This takes account of both household changes and the ageing of the population. The analysis also models for there to be a modest decrease in levels of under-occupancy (which are particularly high in the market sector).

Based on the evidence, it is expected that the focus of new market housing provision will be on 2- and 3-bed properties addressing demand from newly forming households and older households downsizing.

The HEDNA also recognises the role which larger family homes can play in releasing a supply of smaller properties for other households and the limited flexibility which 1-bed properties offer to changing household circumstances.

The HEDNA will be the primary piece of evidence used to guide the detail of housing mix on new developments, supported with other data from the Council's housing register and any detailed local housing needs assessment (where available).

The HEDNA recommends a flexible policy approach in applying the above mix to individual development sites, having regard to the nature of the site and character of the area, up-to-date evidence of need, as well as the existing mix and turnover of properties at the local level.

Key evidence

- Housing Background Paper (2024)
- Birmingham Housing and Economic Development Needs Assessment (April 2022)
- Birmingham Housing Strategy 2023-2028 (January 2023)
- Authority Monitoring Report 2021/22

Issues and Options consultation responses

A summary of the responses:

- Need will change over times so a flexible policy approach to type, size and tenure is required
- A lot more affordable housing is required
- Need to ensure that larger family accommodation is promoted in suitable locations
- More provision for older people and disabled people using different housing models
- Greater housing mix in the city centre
- More purpose built and specific buy-to-let developments
- Consider more build-to-rent and co-living, as well as self-build and community-led housing

Alternative policy options considered

An alternative approach is to have a policy which sets out specific requirements as to the types and mix of homes that should be provided on development sites to ensure that

provision more closely matches evidence in the HEDNA. This could for example require seeking a minimum proportion of 3-bedroom open market homes on large development sites outside of the city centre. This is considered to be overly prescriptive and will not provide sufficient flexibility for proposals to respond to changing trends, up-to-date evidence of need and site-specific issues.

The preferred policy approach is to broadly continue with the current policy approach of Policy TP30 in the BDP based on the majority of the consultation responses received favouring maintaining the current flexible policy approach; monitoring data which shows that dwelling completions outside of the city centre closely match the SHMA 2012 and the HEDNA 2022 even more so suggesting that the currently policy approach will be appropriate. The HEDNA also recommends a flexible policy approach to housing mix.

HN4 Residential Densities

Introduction

Building at higher densities makes more effective and efficient use of land and creates more vibrant places by contributing to the viability of local services and facilities. This policy will ensure that land is used effectively when being developed for new housing.

Policy HN4: Residential Densities

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

- 400 dwellings per hectare in and within 400m of the City Centre.
- 70 dwellings per hectare in and within 400m of Urban Centres and areas well served by public transport.
- 40 dwellings per hectare elsewhere.

In assessing the suitability of new residential development full consideration will need to be given to the site and its context. There may be occasions when a lower density would be appropriate in order to preserve the character of the locality of an area, for instance, within a conservation area or mature suburb, or where a proposal would make a significant contribution to the creation of mixed and balanced communities, for instance, through the provision of family housing in appropriate locations within the City Centre.

Where the density falls below those specified above, the applicant will be expected to provide supporting information justifying the density proposed.

Reasoned justification

The NPPF requires local planning authorities to make efficient use of land by optimising densities while taking into account the identified need for different types of housing and the creation of well-designed, attractive and healthy places. It also encourages the use of a range of minimum density standards that reflect the accessibility and potential of different areas.

Land is a scarce resource in Birmingham, so it is important that it is used efficiently when new residential schemes are proposed. The Council's strategy is to maximise the delivery of development within the built-up urban area by making as much use as possible of previously developed brownfield sites and underutilised land. It would also result in a number of benefits such as lowering carbon emissions, supporting public transport patronage and the provision of local facilities and amenities.

In determining an appropriate density policy for the city, the Council undertook a detailed assessment of density on sites that were granted planning permission and sites that have been completed between 2017 and 2023. This data is published within the Housing and Economic Land Availability Assessment Methodology (2023) and is reproduced in the Housing Background Paper. The paper provides a detailed explanation of the method used and the findings discovered. It also provides detailed case studies of the densities of recent housing sites in the city. These findings have been used to inform the proposed density targets.

For the purposes of this policy, residential density is measured as the number of residential units per hectare measured to the site boundary. Density is net, i.e. adjusted appropriately for undeveloped parts of the site (e.g. open space) and the proportion of other uses in the case of mixed-use development.

The policy does not preclude higher densities being achieved. the density at which development occurs should be maximised subject to the density being appropriate to the character of the area.

Not all sites will be suitable for higher density forms of development. Appropriate densities will vary across the city, with higher densities in the City Centre to lower density housing in the suburbs. Higher densities should be accompanied by high quality design and ensuring the impact of its surroundings is fully considered.

Key evidence

- Housing Background Paper (2024)
- Birmingham Housing and Economic Development Needs Assessment (April 2022)
- Housing and Economic Land Availability Assessment (HELAA)
- Birmingham Housing Strategy 2023-2028
- Authority Monitoring Report 2021/22

Issue and Options consultation responses

There were 57 individual comments about housing density during the Issues and Options consultation. This is a summary of the comments:

- To apply density standard to mixed use applications and public transport corridors.
- The Council should be aware of the potential impact of the 70dph in and around local centres to local characters and appearance. Higher density should be applied to area in proximity to public transport.
- Support the increase in housing density, but care must be taken that there are high level of residential amenity and appropriate recreational facilities available.
- Coupling option 4 with increased target density will further compound the issue of under provision of open space.
- Support even higher densities than proposed along with 15-minute neighbourhoods.
- The new standard should be a minimum to encourage developments to achieve even higher density.
- Increasing densities will lead to high level of apartment, which is to the detriment of family and affordable housing provision.
- Building at higher densities contradicts the aim to become a greener city.
- Exceeding densities should be tied to appropriate design, scale, massing and the appropriateness of sites.

- There needs to be flexibility for the application of this policy.
- There should be an even higher target density.
- High density could come at the expense of the historic environment.
- Keep density levels and development levels as they are to maintain a good quality of life and to avoid over-development.

Alternative policy options considered

Option 1: maintain the current policy position (TP30 of the BDP) and continue with the existing minimum density standards of:

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

This option does not recognise that higher densities are already being achieved particularly in the city centre and in and around urban centres as evidenced in this paper. This option will not maximise the capacity of brownfield land in the city of which there is a constrained supply.

Option 2: set even higher density standards than that proposed in in the draft preferred policy on the basis that if these densities are already being delivered and permitted, policy should push densities to be even higher to further maximise the use of land. It should be noted that the density study revealed a significant range of densities within similar locations and scales of development. If the minimum density standards were set at the upper end of the ranges, it is unlikely that all development would be able to achieve these. Furthermore, these would be minimum density standards so proposals for higher densities would be not precluded subject to meeting other local plan policies such as heritage.

Option 3: apply a blanket density across the whole city. This is not considered reasonable as it does not reflect the accessibility and character of different parts of the city and the varied housing needs.

HN5 Housing for Older People and Others with Support Needs and Care

Introduction

Providing appropriate homes to meet the needs of older and other people with support or care needs is important to ensure that all of the city's housing needs are met. The policy seeks to ensure a range of housing options are available to enable older people to remain independent and socially active as well as specialist housing which provides support or care.

Policy HN5: Housing for older people and others with support and care needs

1. All major housing development of 10 or more dwellings will be required to demonstrate how it contributes to meeting the needs of older people and those with disabilities as part of the housing mix provided on the site.
2. In accordance with Policy HN2, homes for older and disabled people should be provided within both the market and affordable sectors, guided by the Council's latest Housing and Economic Development Needs Assessment, any relevant local housing need surveys and the Council's Housing Register.

3. All new build housing should be designed to be accessible and adaptable, complying with Building Regulations Part M4(2) 'Accessible and adaptable dwellings' except for those dwellings that are designed to be wheelchair adaptable or accessible.
4. At least 10% of housing on major development sites should be designed to be wheelchair adaptable, complying with Building Regulations Part M4(3a) 'Wheelchair adaptable dwellings.'
5. In exceptional circumstances, factors such as vulnerability to flooding, site topography and where the provision of a lift to dwelling entrances may not be achievable, may determine a reduced requirement in terms of Building Regulation M4(2) and M4(3) accessibility standards.
6. Applications for specialist housing for older people and younger adults with support or care needs will be supported where it meets the requirements of Policy DM12 of the Development Management in Birmingham.

Reasoned justification

The older person population is projected to increase notably in the future and an ageing population means that the number of people with disabilities is likely to increase substantially.

The HEDNA indicates that over the period of 2020-2040 there will be a 33% increase in the population aged 65+ (potentially accounting for 37% of the total population growth). There will be a 39% increase in the number of people aged 65+ with dementia and a 37% increase in those aged 65+ with mobility problems.

The Council therefore need to ensure that a range of housing options for older and disabled people are provided in order to maintain the safety and independence of residents, allow them to stay in their own home for longer and reduce pressure on health and social care services. This will include both specialist and general housing types, as well as higher technical standards for accessibility.

The NPPF requires local planning authorities to assess and plan to meet the needs the housing needs of older people and people with disabilities. The NPPG goes on to confirm how the diverse range of needs of these groups must be considered. Authorities should make provision for specialist housing where a need exists alongside general housing options which are suitable and easily adaptable.

The Council's Housing Strategy seeks to ensure people live in a home that is right for them, and make sure they have a choice of accommodation. This includes families with dependent children, housing for older people, affordable homes and homes for younger working residents.

The preferred policy approach is to set a policy which requires major development to demonstrate how it contributes to meeting the needs of older and disabled people but not be prescriptive about where that should be met. This policy approach strikes a balance between allowing flexibility for sites to come forward where they are suitable and viable and encouraging developers to incorporate provision for older people and others with special housing requirements.

In addition, the policy will require all housing development to be built to Part M4(2) standard and seek a 10% proportion of homes on major development sites to be M4(3A) wheelchair adaptable based on the clear need to increase the supply of accessible and adaptable

dwellings and wheelchair user dwellings. The policy has been tested through the Local Plan Viability Assessment and is demonstrated to be financially viable.

The policy allows for considerations to be taken into account where site specific factors such as vulnerability to flooding, site topography, and other circumstances which may make a specific site (or part of a site) less suitable for M4(2), or when step free access cannot be achieved. Where the policy affects dwellings accessed above the ground floor lift access would be required. The application of requirement M4(2) has particular implications for two and three storey blocks of flats, or stacked maisonettes, which historically have not been required to provide lifts. This requirement may be subject to development-specific viability assessments and consideration should be given to ongoing maintenance costs. Where multi storey flats or apartments are being developed without lift provision, ground floor flats will still be required to meet the optional accessibility standards. Therefore, the impact on overall scheme viability will be taken into consideration on a case-by-case basis. Any requests for exemptions must be clearly evidenced and justified.

Specialist older people's housing includes all forms of residential accommodation for older people where a range of care and support services are provided. Such accommodation can include supported housing, extra care housing, retirement housing and care homes. Other specialist needs housing includes residential accommodation for children and adults in need or at risk, or adults with needs arising from illness or disability. Such accommodation can include supported housing and hostels. All such development will usually fall within Use Classes C2 and C3.

The policy identifies which Building Regulations optional requirements, within Approved Document M, will be applied and the relevant proportion of housing that must meet the requirement. This will include Part M4(3) Wheelchair user dwellings applied to a proportion of the dwellings provided and Part M4(2) Accessible and adaptable dwellings applied to all other dwellings except for dwellings designed to be wheelchair adaptable or accessible under Part M4(3). The proportion of dwellings that are designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users must include both market and affordable dwellings.

Residential annexes can offer an important solution for many situations including, for example, allowing multiple generations of a family to reside alongside one another, offering informal care and freeing up under-occupied housing.

Often an annexe can be accommodated appropriately within a plot, sensitively developed and making better use of a site. However, the addition of annexes to residential properties can also have a considerable impact upon the character and amenity of an area through the intensification of development where a site cannot accommodate it or where they are poorly designed or located. There can also be impacts where annexes are subsequently converted into a separate dwelling.

The Council will seek to support the development of residential annexes where they can be appropriately accommodated within a site and taking into account the wider site context and where they are solely provided as ancillary to the original dwelling and not a new dwelling.

Key evidence

- Housing Background Paper (2024)
- Birmingham Housing and Economic Development Needs Assessment (April 2022)
- Birmingham Housing Strategy 2023-2028 (January 2023)
- Birmingham Local Plan Viability Assessment (AspinallVerdi 2024)

- Authority Monitoring Report 2021/22

Issues and Options consultation responses

There were mixed views about policy for older people's housing. A summary of the responses:

- 65% of respondents felt there should be a policy requiring a certain percentage of housing for older people on residential developments, but others thought there was no need to set aside a proportion of housing sites for elderly accommodation and a more flexible policy is needed.
- 79% of respondents supported allocating sites specifically for older people's housing but others did not think there should be a distinction made between sites allocated for open market housing and older persons housing or considered there was a need to allocate sites. Many of those who supported allocating sites for older persons housing said that allocations should only be made in response to proposals from a specialist provider.
- There was general consensus that more housing for older people and disabled people is needed.
- Policy should support the principle of development for housing designed and operated for older people, which may include wheelchair accessibility.
- Developers should not be required to demonstrate need.

Alternative policy options considered

Option 1: There is no current policy which refers to making specific provision for older peoples housing and those with disabilities. TP31 of the BDP requires new development to deliver a range of dwellings to meet local needs but is not prescriptive about requiring proposals to consider the needs of older people and disabled people within the housing mix. Option 1 is to continue with the current policy approach and rely on proposals to come forward that would meet these needs. This approach could risk not meeting the identified needs of older and disabled people.

Option 2: is to set a more prescriptive policy which requires large scale developments (e.g., 200+ dwellings) to provide specialist housing or care bed spaces in accordance with the Council's most up to date needs evidence. It is considered that this approach would be too prescriptive and would need to be heavily caveated.

A complementary policy requirement to the above options would be to apply the accessible and adaptable home requirement (Part M4(2)) to all development and seek a 10% proportion of all new housing on major developments to be M4(3A) wheelchair adaptable.

The current policy DM10 'Residential standards' only requires developments of 15+ dwellings to provide 30% as accessible and adaptable Part M4(2) dwellings. There is no current requirement to provide wheelchair user dwellings. One option is to continue with this approach. This option is not recommended as the up-to-date evidence demonstrates a clear need for more accessible and adaptable dwellings, and wheelchair user dwellings.

The preferred policy approach strikes a balance between allowing flexibility for sites to come forward where they are suitable and viable and encouraging developers to incorporate provision for older people and others with special housing requirements.

HN6 Protecting Existing Housing

Introduction

In view of the Birmingham's significant housing need and the aim to make best use of sites and properties that are available, it is important to retain good existing housing in the city. There is also a need to ensure a range of dwelling types and sizes to meet the city's identified housing needs, facilitate housing choice and achieve mixed and balanced communities.

Policy HN6: Protecting existing housing

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

1. Prevent the loss of existing residential accommodation to other uses (through conversion or redevelopment). Such loss will only be permitted if there are good planning justifications or to provide for essential infrastructure or community facilities.
2. Resist the conversion of 2- and 3-bedroom houses (Use Class C3) into flats, Houses in Multiple Occupation or other shared housing. Conversion of properties with 4 or more bedrooms will be assessed in accordance with Policy DM11 'Houses in multiple occupation' and Policy DM12 'Residential conversions and specialist accommodation'.
3. Develop and implement initiatives which will improve the condition of both the older private sector stock and the City Council's own dwellings. Many of these initiatives involve the City Council working with public and private sector partners.
4. Bring vacant residential properties back by encouraging the use of existing buildings and through implementation of the Council's Empty Homes Strategy, including where necessary the use of its compulsory purchase powers.

The City Council will also encourage retrofitting of the existing dwelling stock to achieve the sustainability standards set out in Policy CE5.

Reasoned justification

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

The loss of existing homes reduces housing stock which runs counter to the overwhelming need for new homes in the city. The policy seeks to both protect and make the best use of that existing dwelling stock but also makes provision where 'good planning justifications' exist for the loss of existing housing. This could be where it can be demonstrated that the accommodation cannot realistically be rehabilitated to meet accepted standards or in terms of housing not being able to achieve the required housing space /access standards without incurring a net loss. This could also be where proposals would result in a net gain in housing, form part of a wider comprehensive scheme, or where a loss would be the only way to preserve a building of special architectural or historic interest, including listed buildings. A loss may also be permitted where the proposal is for essential infrastructure or the provision of community facilities. All exceptions will need to be clearly justified and accompanied by suitable supporting information.

Where it can be demonstrated that there has been a material change of use from a residential use (as may be the case for some holiday lets), then this policy may be used for enforcement purposes. The intensification of such uses on a permanent basis can harm the residential amenity or character of the locality due to levels of activity that cause excessive noise and disturbance to residents.

The loss of family sized homes in particular has been a particular concern expressed by local communities. The proportion of households with dependent children in Birmingham is higher than the regional and national average with 34% of all households containing dependent children (Census 2021).

Based on the evidence the HEDNA expects that the focus of new market housing provision will be on 2- and 3-bed properties addressing demand from newly forming households and older households downsizing.

The HEDNA also recognises the role which larger family homes can play in releasing a supply of smaller properties for other households and the limited flexibility which 1-bed properties offer to changing household circumstances.

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

The policy is therefore consistent with the Birmingham's Housing Strategy 2023 which seeks to improve housing standards and conditions, boost the supply of affordable housing and bring vacant housing back into use.

This policy will help to ensure that measures aimed at delivering additional housing and residential accommodation, including through rehabilitation and repair, are not undermined through losses to the existing housing stock.

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

Key evidence

- Housing Background Paper (2024)
- Birmingham Housing and Economic Development Needs Assessment (April 2022)
- Birmingham Housing Strategy 2023-2028
- Authority Monitoring Report 2021/22
- Birmingham Empty Property Strategy 2019-2024

Issues and Options consultation responses

Summary of relevant comments:

- Need to ensure that larger family sized accommodation is promoted in suitable locations
- Support policy to prevent loss of family housing across the City.
- Concern about high levels of HMOs and exempt accommodation

Alternative policy options considered

An alternative option considered is to maintain the current policy position (TP35 of the BDP) which only seeks to prevent the loss of housing to other uses without the addition of specifically seeking to resist the loss of family sized housing to other residential accommodation such as HMOs. This would not address the concern about the loss of family sized housing to other residential accommodation, and the impacts of this loss on the housing available which is suitable for families.

HN7 Purpose Built Student Accommodation

Introduction

Birmingham has five main universities and number of other higher and further education providers attended by around 84,000 full time students. The universities are important assets, providing skilled graduates and workers and boosting the local economy. Student accommodation plays a major role in the student experience at a university. This policy seeks to deliver a sustainable increase in purpose-built student accommodation ensuring development comes forward in appropriate locations, is well designed and managed and avoids harmful impacts on residential areas.

Policy HN7: Purpose built student accommodation

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

1. There is a demonstrated need for the development including evidence of a nomination agreement with one or more higher education providers and demand for the specific type of accommodation that is being proposed;
2. The proposed development is very well located in relation to the educational establishment that it is to serve and to the local facilities which will serve it, by means of walking, cycling and public transport;
3. The proposed development will not have a detrimental impact on local amenity or the balance and mix of uses within the area affecting its character and function;
4. A site management and maintenance plan is submitted which demonstrates that the accommodation will be managed and maintained over its lifetime so as to ensure an acceptable level of amenity for its occupiers and nearby residents. The scale, massing and architecture of the development is appropriate for the location and active ground floor uses are incorporated wherever possible;
5. The design, layout and size of the accommodation and facilities are of an appropriate standard and are sustainable by virtue of being adaptable to alternative residential use in the future if necessary;
6. The proposed development is car free and measures are included in the management plan to prevent occupants from parking cars elsewhere in the city;
7. A minimum of 50% of student rooms will be affordable for students, subject to viability, in the context of student maintenance loans and rents; and

8. The rent for affordable student rooms should be set at a maximum of 50% of the maximum income that a new full-time student studying in Birmingham and living away from home could receive from the government's maintenance loan for living costs for that academic year.

Reasoned justification

The National Planning Policy Framework (NPPF) (July 2021) sets out a need to support strong, vibrant and healthy communities by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations. It is important that new housing adds to the choice of accommodation available to people, whatever their circumstances, and creates sustainable inclusive communities. This includes students.

Purpose Built Student Accommodation (PBSA) is accommodation built, or converted, with the specific intention of being occupied by students. Such accommodation is usually provided in the form of cluster flats with shared facilities, individual en-suite units, or studios, and relates to buildings which are not classified by planning use class, or licensing, as HMOs.

PBSA plays an important role in the provision of accommodation for students while they are studying. They can also reduce the need for students to rent open market private accommodation (e.g. flats and Houses in Multiple Occupation (HMOs)), freeing up these homes for rental by the general population, or enabling them to convert back into privately owned family homes.

In accordance with national guidance, any student accommodation provided either as self-contained units or bedspaces will contribute towards the city's housing supply.

PBSA has helped to regenerate parts of the city centre, bringing vacant buildings back into use, catalysing the development of under-used sites and attracting businesses and services into an area. However, an over-concentration of PBSA (along with other types of shared housing) can have a detrimental effect on the character and amenity of residential communities. The policy therefore includes provisions which seeks to protect local neighbourhoods from any harmful effects that may arise from PBSA.

The Council has prepared a report on student accommodation supply and demand which is updated annually. The latest report is dated 16 March 2023. This shows that of the total number of full-time and sandwich students (84,093) studying at universities in Birmingham, 19% lived-in Purpose-Built Student Accommodation (PBSA); 29% in HMOs/ other rented accommodation; 30% lived with parents/ guardians; 17% lived in their own home; 3% not known and 0.6% were not in attendance.

Excluding those who do not require accommodation because they lived with parents/ guardians; in their own home; or were not in attendance at the university, the estimated current demand for accommodation is 43,575 bed spaces.

For the 7 January 2021 version of the Council's student report, the Council obtained information from the 5 main universities (Aston University, Birmingham City University, University College Birmingham, University of Birmingham and Newman University) on their future growth plans and projected student numbers to determine the level of potential future demand. This information was collected in October-December 2020. Based on the information gathered, the estimated number of students requiring accommodation was predicted to increase to 46,640 – 47,640 by 2025/26.

The report also monitors existing and committed PBSA supply, the majority of which is located in the city centre (60%) with other major concentrations in Selly Oak (31%), and smaller clusters in the North Edgbaston/ Five Ways area and Bartley Green (11%).

As part of the work on the Housing and Economic Development Needs Assessment (HEDNA), the five main institutions were interviewed on issues relating to accommodation and future growth over the summer of 2021 and summary of findings are presented in the HEDNA.

The HEDNA assessed the housing needs of students and concluded that there was no justification to diverge from the Council's findings in its own research on the supply of and demand for student accommodation (report of 7 January 2021). It also reviewed the recommendations in the Council's 2021 student report and agreed with these. The HEDNA advises the Council to be supportive of developments which will meet the growing demand but recommends a policy requiring a demonstration of need for the development. It suggests that evidence for this could for example include no or very low vacancy rates in existing stock, increasing rents and known growth in student numbers and that the developer has an agreement with a university to place students in such accommodation.

To be sustainable, sites should be located close to the institution they are intended to serve (reachable within 20 minutes) or otherwise have good public transport accessibility, with easy access to shops, services and community facilities. The Council expects developments to provide high quality cycle parking facilities, which are secure, sheltered, integrated and accessible, in line with policies in the DMB and Policy CY2

Student accommodation should provide active frontages and active ground level uses wherever possible and ideally form part of mixed-use development schemes. The Council will expect schemes to include a range of accommodation, including clustered study bedrooms with shared facilities, double units, and single and studio units. The provision of a variety of layouts will also allow for greater flexibility for conversion to permanent self-contained housing if in future the building is no longer needed as student accommodation, thus ensuring its sustainability.

A student management plan should be submitted with all applications, to ensure student welfare and mitigate potential impacts on the local community. Detailed guidance is set out in the Council's Local Information Requirements for Planning Applications. The financial pressures on students and PBSA rents have increased over the years. Requiring developments to provide a portion of the units as affordable rent will lower the financial burden on students. Providing affordable accommodation in PBSA can also help to alleviate the pressure on private rental housing and reduce the risk of family housing being converted to further HMOs in areas of the city such as Selly Oak.

To ensure accommodation is affordable to all, the policy seeks a proportion of at least 50% of bed spaces within the development as affordable. Affordable student housing is defined as a bedroom within the development that is provided at a rental cost for the academic year equal to or below 50 per cent of the maximum income that a new full time-student living away from home could receive from the Government's Maintenance Loan (or any replacement state funding mechanism) for living costs for that academic year. Identified need will include students receiving the full Maintenance Loan or otherwise determined by the universities and agreed with Birmingham City Council.

The Council will continue to liaise with educational institutions in the city in relation to their needs and student accommodation strategies. Student accommodation will be monitored as distinct from overall housing provision, including future demand and supply relationships.

Key Evidence

- Housing Background Paper (2024)
- Birmingham Housing and Economic Development Needs Assessment (2022)
- The Purpose-Built Student Accommodation: Supply and Demand Report (2023)
- Authority Monitoring Report 2021/22
- Viability Assessment – Aspinall Verdi (April 2024)

Issue and Options consultation responses

Summary of the comments:

- Regulate where students are housed and keep them out of family homes and return current HMOs to family use.
- There needs to be more PBSA and specific buy-to-let developments for students to free up family housing, and they should be within a specific distance from universities and be subject to rent caps.

Alternative Policy options considered

A) Need

Option 1: a policy which does not require need to be demonstrated. The rationale for this is that if student accommodation can be counted towards the housing supply, it will contribute to meeting the city's significant housing needs. The danger of this approach is that there is a limited demand for student accommodation and a significant level of PBSA has been built and consented in the city, particularly the city centre, in recent years. Not all students will require accommodation. This approach could risk providing an over-supply of student accommodation and pressure for its conversion into sub-standard housing.

Option 2: continue with current policy approach which requires need to be demonstrated without requiring evidence of nomination agreements or demand for the specific type of accommodation proposed. This option requires applicants to demonstrate that there is a need in the local area for accommodation proposed at the time the application is submitted, taking into account the demand for student accommodation arising from the institutions the proposal seeks to serve and the existing and committed future supply to determine the unmet demand. This policy will help to ensure that the supply of accommodation matches demand. However, demonstration of need for student accommodation can be difficult to assess. Therefore, the preferred approach is to require evidence of proposals being linked with Higher Education Providers by either being operated directly by the HEP or having a nomination agreement in place will make the policy more effective. The same applies to the type of accommodation proposed. Having no requirement to demonstrate demand for the type of accommodation proposed would risk a mismatch of accommodation being provided and/ or result in a lack of choice of accommodation and affordability. For example, cluster flats with shared facilities are likely to be more affordable than en-suite single rooms and self-contained studio units.

B) Location

An alternative option is to prescribe specifically where PBSA should be located. The rationale of this approach is to restrict PBSA developments to certain areas identified as suitable for PBSA in order to reduce the impact of developments alike in residential areas. This is considered to be overly prescriptive and could potentially restrict the supply of PBSA. In the context of Birmingham, land is a scarce resource and it cannot be fully anticipated where development opportunities for PBSA will arise. A broader locational criterion which ensures that PBSA is located close to the institution it will seek to serve is favoured.

C) Concentration

An alternative option is to have a policy that promotes a dispersed student accommodation pattern. This option would prevent the over-concentration of student accommodation by setting a maximum student density threshold so as to reduce the impact on local neighbourhoods. This option would be extremely difficult to monitor and enforce as students will not only live in PBSA but also in other accommodation such as HMOs. There is no 'live' comprehensive dataset for where all students live so this policy is not considered to be implementable. Another reason for discounting this approach is that student surveys referred to in the Housing Background Paper show that the location is one of the highest priorities for students when choosing where to live. Students tend to live

within 15/20-minute walking distance of their university. If PBSA is not provided near the universities, the market is likely to fill this gap in the form of HMOs. Thus, students might choose to live in private housing, including HMOs, that is closer to the campus, rather than PBSA that is further away. This will increase travel distances and the potential for travelling in modes other than walking and cycling.

The preferred approach is to use policy criteria to ensure PBSA does not harm the character of neighbourhoods and residential amenity and require the submission management plans to improve the effectiveness of the policy.

D) Local neighbourhood and residential amenity

An alternative option is to continue with current policy approach. This option would see a continuation of the existing approach (Policy TP33 of the BDP), which requires development “not to have and unacceptable impact on the local neighbourhood and residential amenity. It is considered that this policy criterion could be strengthened by referencing impact on local infrastructure which is an issue that has previously been raised. The policy could also be made more effective by requiring developers to submit a management plan to demonstrate how any unacceptable impacts would be mitigated.

E) Affordable student accommodation

An alternative option is to have no requirement for affordable student housing. This option would see no requirement for PBSA to provide a portion of affordable student housing. This option has been discounted as the National Student Accommodation Survey in 2021 and 2022 (Section 5.3 of the Housing Background Paper) shows that over 50% of the students find the rent of accommodation not affordable. The Local Plan Viability Assessment shows that PBSA is viable in the higher value/core locations close to the universities. It recommends that the affordable housing target is set at 50% for PBSA.

HN8 Large-scale Shared Accommodation

Introduction

Large scale shared accommodation or co-living is generally large scale purpose-built or converted managed developments for singles or couples without children that include a combination of small private living accommodation alongside communal kitchens, living areas and other amenities. The purpose of this policy is to ensure that co-living schemes provide quality residential accommodation supporting policies set out in Birmingham’s Local Plan and the Council’s objectives of creating sustainable neighbourhoods and better health and wellbeing for the city’s residents.

Policy HN8: Large scale shared accommodation

Development proposals for large scale shared accommodation will be supported where:

1. There is a satisfactory demonstration of need for the development; and
2. It is located within central Birmingham where car free development is expected, has excellent public transport, walking and cycling connectivity and is well served by a wide range of local services and facilities (of which provision made within the proposal can be taken into account); and
3. The private bedroom size is a minimum of 25 sq.m. for a single occupancy room; and
4. The average internal communal amenity space* is at least 4.5 sq.m. per bedspace; and
5. A satisfactory management plan is provided; and

6. It adheres to the guidance set out in the Council's Large Scale Shared Accommodation Supplementary Planning Document (or any subsequent revision); and

7. It does not compromise the delivery of self-contained housing to meet the city's housing need having regard to:

- i. whether a proposal would result in the loss of existing C3 residential accommodation
- ii. whether a site has been allocated for housing or protected for other uses
- iii. whether a site has been identified in the city's Housing and Employment Land Availability Assessment (HELAA) as having the capacity for conventional housing, unless the applicant can demonstrate that the permitted C3 scheme is not deliverable or viable; and
- iv. whether the site has an extant planning permission for C3 housing, unless the applicant can demonstrate the permitted C3 scheme is not deliverable or viable.

Exceptions to the minimum space standards will only be considered where a robust justification has been provided to the satisfaction of the Council.

Affordable housing will be required and this will be sought as a single upfront financial contribution, based on at least 20 per cent discount off the market value (including any service charges) of 50% of the units, and secured through a section 106 legal agreement (subject to viability).

* The calculation of the average communal space per bed is detailed in the Large-Scale Shared Accommodation SPD.

Reasoned justification

For the purpose of this policy, co-living is defined as large scale shared residential accommodation of generally at least 50 units, although there is no requirement to provide at least 50 units. These can be new-build schemes or conversions of existing buildings to form a co-living development.

Co-living is undefined in the Use Classes Order. This means that co-living proposals would typically be submitted as a "Sui Generis" use as they are non-self-contained market housing. This means that conversion from any other use will require planning permission. They are not restricted to particular groups by occupation or specific needs such as students or people requiring temporary or emergency accommodation proposed by speciality providers.

In the absence of national and local policy on co-living development, it is considered that an appropriate policy response is required to ensure such development contributes to meeting housing needs and provides good quality living accommodation.

The preferred policy is based on findings and recommendations of the HEDNA, research undertaken by SWAP Architects for BCC 'Co-living Key Metrics' (data on UK co-living schemes located outside of London) and policy and guidance on co-living produced by other local authorities.

The HEDNA analysed the need for co-living development in Birmingham and concludes that there is a market for co-living which principally draws on a large base of transient younger, high skilled professional households and individuals - particularly those without dependents. However, it cannot be assumed that all in this group would choose to live in co-living developments.

Given the infancy of the co-living market in Birmingham, proposals for co-living will be expected to provide evidence demonstrating a local need for the development. The needs assessment should identify the target groups which the development aims to attract and the scale of the potential need arising from these groups. It should also set out how the proposed development would meet the needs of the target group needs, including in terms of affordability.

The needs assessment should also examine the availability and potential affordability of alternative rental options (e.g. self-contained studios or flats, HMOs and flat shares) for the target groups. Where the accommodation is intended to draw occupiers from alternative rental accommodation the evidence should include information on comparable rent levels. The rental cost of this form of accommodation is not directly comparable to the rental costs of conventional Use Class C3 housing, as shared living units are significantly smaller than the minimum housing space standard i.e. a one person dwelling of 37 sq.m. Shared living tenants typically pay a room rate that includes utility costs and rent. If a comparison is undertaken it should be on a square metre rental rate, excluding utility costs and service charges, of the private accommodation plus the communal space per resident.

Drawing on the policy frameworks established in the London Plan, paragraph 9.96 of the HEDNA provides detailed recommendations for a policy which supports high-quality co-living schemes against a number of criteria. This includes where co-living schemes are expected to be delivered, which is in the central sub area where there is a core demographic and tenant profile which would align with the target market of co-living housing. These areas are also well connected to local services and transport and would help support the night-time economy.

The minimum private bedroom size set out in the SPD at 25 sq.m. for a single occupancy room was based on the average bedroom size of the most recently validated (2019 and later) schemes in the core cities researched by SWAP Architects and rounded up to the nearest 0.5 sq.m.

A two-person room should be designed for two people rather than be a basic enlargement of a single room. This should include a greater distinction and separation between sleeping and living areas.

The average internal communal amenity space set out in the SPD is at least 4.5 sq.m. per bedspace. This was based on the average internal community amenity space per bedspace of the most recently validated (2019 and later) schemes in the core cities researched by SWAP Architects and rounded up to the nearest 0.5 sq.m.

Private rooms should include an en-suite bathroom and windows to provide natural daylight and outlook. Facilities within the room may include a kitchenette, desk space (to allow for home working), storage for clothes, luggage cases, bathroom items and laundry, general and recyclable waste storage, seating, and space or facilities for other possessions. Well-designed integrated storage and furniture is encouraged in order to maximise the utilisation of space.

Given the generally small size of the private space in co-living developments, the communal spaces are important elements in ensuring that the quality of the overall residential amenity is acceptable. A range of indoor communal spaces such as kitchens, lounges, dining rooms, meeting rooms, workspaces and indoor recreational spaces should be provided. Detailed guidance is set out in the Large-Scale Shared Accommodation Supplementary Planning Document.

Co-living schemes should include adequate outdoor amenity space following the guidance contained in the g Birmingham Design Guide SPD. The minimum outdoor amenity space

provided should be 10 sq.m. per resident. The SPD provides detailed guidance on how this can be provided in multi-residential developments.

Exceptions to the space standards set out in the policy will only be considered where a robust justification has been provided to the satisfaction of the Council. This could include appropriate evidence that to deliver innovative high-quality design, deal with site specific issues or respond to local character, adhering to the standards is not feasible due to physical constraints or financial viability issues. Any reduction in standards as a result must demonstrate that residential amenity will not be significantly diminished.

Large scale shared accommodation is not an affordable housing product as it does not meet minimum housing space standards and does not provide stable long-term accommodation suitable for most households in need of affordable housing. Large scale shared development will be required to contribute to affordable housing in accordance with Policy HN2. This will be sought as a single upfront financial contribution, based on a 20 per cent discount off the market value (including any service charges) of 50% of the units, and secured through a section 106 legal agreement (subject to viability).

A management plan should be produced and submitted with the planning application showing how the whole development will be managed and maintained to ensure the continued quality of the accommodation, communal facilities and services, and that it will positively integrate into the surrounding communities. Further detail is set out in the set out in the Large-Scale Shared Accommodation Supplementary Planning Document.

Tenancies should be for a minimum of three months to ensure co-living developments do not effectively operate as a hostel or hotel. A maximum stay should be defined for short-term lets, for example, twelve months. However, tenancy durations should be reviewed on an on-going basis to ensure they remain appropriate.

Developments will be encouraged to be designed in a way that can be easily converted into self-contained policy compliant dwellings so as to provide flexibility to respond to changing needs if required.

Developers need to be aware that other local plan policies and SPDs may be relevant.

Key evidence

- Housing Background Paper
- Birmingham Housing and Economic Development Needs Assessment (April 2022)
- Large Scale Shared Accommodation Supplementary Planning Document (April 2022)
- Viability Assessment (April 2024) Aspinall Verdi

Issues and Options consultation responses

Summary of the relevant comments:

- Co-living should be encouraged and facilitated through the Plan.
- There is a need for co-living in Birmingham and a draft policy wording to support high quality co-living schemes would be welcomed.

Alternative policy options considered

Option 1: No policy. Co-living is undefined in the Use Classes Order. This means that they would typically be submitted as a "Sui Generis" Use and are non-self-contained market

housing. In the absence of national and local policy, there is a risk of inappropriate co-living development being developed. As the market is untested in Birmingham, it is important that policy is provided to ensure that co-living schemes create quality residential accommodation in the right places to support the policies set out in Birmingham's Local Plan and the Council's objectives of creating sustainable neighbourhoods and better health and wellbeing for the city's residents.

Option 2: A policy which is less prescriptive and does not include locational criteria or accommodation standards. As co-living schemes typically accommodate mainly younger car free single occupiers willing to 'sacrifice' private living space, this accentuates the importance of proximity to work and leisure facilities and restricts co-living to areas of high employment growth with good public transport accessibility and a wide range of local services facilities. It is therefore important the locational criteria are set out in policy. Without setting out minimum size standards of accommodation and the facilities which should be provided, there is a high risk that substandard accommodation will be provided which will be detrimental to the health and well-being of its occupiers.

HN9 Housing Regeneration

Introduction

The City Council will work to improve the quality of existing residential neighbourhoods through a programme of estate regeneration. Some regeneration areas have already been identified whilst others will be brought forward during the plan period.

Policy HN9: Housing regeneration

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

- Druids Heath
- Ladywood
- Bromford
- Kings Norton Three Estates
- Newtown South
- Highgate
- St. George's Bloomsbury
- Bloomsbury Estate and Duddeston
- Pershore Road
- Balsall Heath/ Sherbourne Road Estate
- Vicarage Road, Aston
- Perry Villas Estate
- Welsh House Farm
- Turves Green

A range of measures from selective redevelopment of existing housing to development of under-utilised land such as garage courts and improving the energy efficiency of buildings will

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

Reasoned justification

A large proportion of the city's housing offer is contained within existing large residential estates, some of which do not provide the quality of accommodation or environment that ensures a high quality of life for residents. Over many years, the City Council has aimed to regenerate and renew such estates to provide better housing, enhanced community facilities and opens space. However, as the city's population grows and the housing stock becomes older, there is a need for further regeneration as we work to tackle climate change and fuel poverty and affordability of homes, and suitability for 21st century living.

The NPPF encourages planning policies and decisions to consider the social, economic and environmental benefits of estate regeneration. Local planning authorities are to use their planning powers to help deliver estate regeneration to a high standard.

The Council's Housing Strategy refers to opportunities to re-design, regenerate and improve the quality of life for our citizens across several our estates. Several estates represent opportunities for large scale regeneration, supported by citywide partnerships.

The City Council will continue to support the regeneration and renewal of housing estates/areas. In particular the following have been identified as key opportunities:

- Ladywood - the Ladywood estate currently comprises 1,979 existing homes. Ladywood's current character was shaped by the clearance of terraced housing and industrial buildings during the 1960s and 1970s. The housing estate is an outdated network of cul-de-sacs, dead ends and alleyways with rows of two-and three-storey houses, maisonettes, and concrete towers, interspersed with underutilised green space, poor natural surveillance and limited transport connectivity. The regeneration will seek to deliver a high-quality residential neighbourhood with a rich diversity of housing types and sizes in various tenures including build to rent units, affordable, extra care provision as well as private housing. This will include 7,531 new and replacement homes built over several phases delivered over 20 years.
- Druids Heath – this estate includes a large number of Council homes which do not meet legal standards and are not financially viable for investment. The estate will undergo comprehensive regeneration with 1,800 homes being demolished and around 3,000 new homes being constructed over a 20 year timeframe. Streets will be reconfigured to enhance connectivity and safety and access to greenspaces will be improved.

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

Issues and Options consultation responses Summary of relevant comments:

- Need to ensure that larger family sized accommodation is promoted in suitable locations

- Prevent loss of family housing across the City.
- Range of housing needed including low and high densities to suit all needs
- Need to incorporate more health provision in new developments

Key evidence

- Housing Background Paper
- Birmingham Housing and Economic Development Needs Assessment (April 2022)
- Viability Assessment (April 2024) Aspinall Verdi

Alternative policy options considered

The Housing Action Areas prioritised in the policy have been selected to reflect areas most in need of regeneration across the City with available resources. Some areas require more comprehensive improvement whereas other areas require more selective demolition, infill development and environmental improvements to ensure their regeneration and long-term use in an improved environment. Having no policy on housing regeneration would deprive communities of a better-quality life and environment in those housing areas where improvements are needed with the support of the City Council.

HN10 Gypsies, Travellers and Travelling Showpeople

Introduction

Gypsies, travellers and travelling showpeople have distinct accommodation needs. A lack of good quality sites impacts on the health and education of these communities with some of the poorest outcomes of any group across a range of social indicators especially in health and education.

Policy HN10 Gypsies, Roma, travellers and travelling showpeople

Proposals for accommodation for gypsies, Roma, travellers and travelling showpeople will be permitted where:

- The site is of sufficient size to accommodate pitches/plots of an appropriate size, and, in the case of travelling showpeople, to accommodate appropriate levels of storage space. Any amenity buildings proposed are of an appropriate scale and reasonably related to the size of the pitch or pitches they serve.
- The site is well designed with clearly demarcated site and pitch boundaries using appropriate boundary treatment and landscaping sympathetic to, and in keeping with, the surrounding area. Where tree and hedgerow boundaries border the site, these should be retained and where possible strengthened.
- There is safe and convenient pedestrian and vehicular access to and from the public highway and adequate space for vehicle parking and manoeuvring within the site.
- The site is accessible to shops, schools, health facilities and employment opportunities and is served by essential services such as mains water, sewerage and power and waste disposal.
- The amenity of the site's occupiers and neighbouring residential properties is protected in accordance with other relevant local and national policies. Sites must be designed to ensure privacy between pitches and between the site and adjacent users.
- There is no conflict with other relevant local and national policies such as those relating to the protection of the Green Belt, other greenfield land and industrial land, and those concerned with development within areas at risk of flooding and on contaminated land. For transit sites, proposals should be in locations with good access to the strategic highway network.

Reasoned justification

Together with the NPPF, the 2015 Planning Policy for Traveller Sites (PPTS) sets out how local planning authorities should plan for the future accommodation needs of gypsies, Roma and travellers in their area. The PPTS highlights that the traditional and nomadic way of life of gypsies, Roma, travellers and travelling showpeople should be facilitated, while respecting the interests of the settled community and that planning authorities should make their own assessment of need, using a robust evidence base to establish accommodation requirements. Local Planning authorities should set pitch targets for gypsies, Roma and travellers and plot targets for travelling showpeople which address the likely permanent and transit site accommodation needs of travellers in their area. The City Council will therefore seek to meet identified need on suitable sites in sustainable locations and maintain a 5-year supply of deliverable pitches/plots in accordance with recommendations within the latest evidence.

The following sites are currently allocated/used to provide accommodation for gypsies, Roma and travellers:

- Tameside Drive, Castle Vale (Permanent provision)
- Hubert Street, Nechells. (Permanent provision)
- Rupert Street/Proctor Street, Nechells. (Transit provision)
- Aston Brook Street East / Hubert Street, Nechells. (Transit provision – proposed as permanent provision)

An updated Gypsy and Traveller Accommodation Needs Assessment (GTANA) was carried out by RRR Consultancy in 2023/24. The GTANA estimates the needs arising from gypsies, Roma and travellers who meet the Planning Policy for Traveller Sites (PPTS) planning definition of a Traveller, as well as those who have ceased to travel permanently over the Plan period.

Permanent pitches: The GTANA identifies a need for an additional 12 permanent pitches in Birmingham over the next five years due to needs arising from overcrowding, new family formations and families arriving from elsewhere. This need can mostly be met from the extension and wider use of existing sites at Tameside Drive and providing further permanent provision at Aston Brook Street East / Hubert Street instead of transit provision. The GTANA also identifies a need for a further 23 pitches during this period from those in existing housing within the City who wish to return to living as a traveller. The GTANA recommends that ongoing monitoring of provision should be undertaken by the City Council in accordance with the criteria set out within the Policy and in conjunction with the communities concerned and their representatives. This includes consideration of alternative models for developing new sites such as community land trusts, shared ownership and local authority rent.

Transit pitches: The GTANA recommends that the City Council maintains the existing transit site at Rupert Street/Proctor Street, Nechells and, alongside this, incorporate a policy to address negotiated stopping places for transient and / or visiting Gypsy and Traveller encampments.

The GTANA also looked at the needs of travelling showpeople whose needs are slightly different. Travelling showpeople generally require sites for accommodation as well as integrated storage space for fairground equipment and vehicles particularly during the winter months. There is currently one existing private site within the City but a further site is required to meet the needs of a further travelling showpeople organisation who operate within the area. Potential suitable sites are being considered in conjunction with the organisation concerned.

Issues and Options Consultation Responses

Site suggestions were made for possible future location of gypsy and traveller sites which have been investigated.

Suggested that gypsy, Roma and traveller accommodation should be integrated into existing neighbourhoods where possible in sustainable locations with good access to a range of services.

Key Evidence

- Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment (GTANA) 2024

Alternative policy options considered

There are no reasonable policy alternatives to consider. Paragraph 62 of the NPPF states that the housing and accommodation needs of travellers should form part of the supply of homes to be assessed and reflected in planning policies. The government's planning policy for traveller sites (2015) stipulates that Local planning authorities should set pitch targets for gypsies and travellers and plot targets for travelling showpeople which address the likely permanent and transit site accommodation needs of travellers in their area. This means that not having a policy on gypsy, Roma, traveller and travelling showpeople is not an option.

HN11 Education Facilities

Introduction

Education has an important role to play in the delivery of sustainable development and a prosperous economy. The Council is committed to creating high quality education facilities to provide supportive learning environments for all ages.

Policy HN11: Education facilities

The development and expansion of higher and further education facilities, and other research and development opportunities linked to them, will be supported in line with other policies in the Local Plan.

The development, expansion and upgrading of schools, including early years, sixth form and Special Needs (SEN) places will be supported where:

1. it meets a recognised need in line with the Council's most recent sufficiency assessments; and
2. the proposal is readily accessible by walking, cycling and public transport; and
3. suitable provision is made for outdoor facilities for sports and recreation; and
4. the proposed development is of a scale and design appropriate to the location.

Where the existing local school and early years provision is inadequate to meet projected needs arising from proposed development, additional provision will be sought to meet any identified shortfall. This provision may be in the form of on-site provision or the enhancement of existing facilities through financial contribution secured through S106 agreement.

Reasoned justification

Birmingham has five main universities and several smaller higher education providers with a presence in the city. It is also home to a number of large further education colleges for students over 16 years of age. Quality educational institutions are an important element in improving the training and skills of Birmingham's citizens and providing an appropriately trained workforce to support the growth of the local economy. The universities and colleges of further education play an important role in the educational, economic and cultural life of the city and they are amongst the largest employers.

The NPPF requires local planning authorities to work proactively with promoters, delivery partners and statutory bodies to plan for required public service infrastructure such as further education colleges.

In total there were 84,093 full-time and sandwich students studying at universities[1] in Birmingham in the 2021/22 academic year. The HEDNA (2022) indicates the potential growth in students looking at how the 'student-age' population is projected to in the period from 2020-2040. This was based on the population aged 18-24 and uses the Demographic Assessment - Scenario 2 as its base. Overall, the analysis shows the number of people aged 18-24 will increase by around 11,300 people. However, not all of this age group will go into further or higher education and not all will stay in Birmingham, although this does include migration to and from the city for university.

Birmingham's main universities all have Strategic Frameworks which run until 2025. These include place making and regeneration ambitions, programmes for upgrading and refurbishment, investment in new forms of space to support more flexible and collaborative working. The universities are seeking to enhance their digital technology to enable further distance learning and collaboration for research.

New housing development has the potential to create demand and increase pressure on existing education facilities in the city. The NPPF expects local authorities to take a proactive, positive and collaborative approach to meeting the need for school places and requires them to give great weight to the creation, expansion and alteration of schools through local plans and decisions on applications. Easy access to good quality educational provision is important for supporting economic growth, developing strong sustainable communities, promoting economic prosperity and sustaining quality of life.

In August 2023, the government published updated non-statutory guidance for local authorities planning for education to support housing growth and seeking associated developer contributions. It is accompanied by a new pupil yield dashboard which provides pupil yield factors for each local authority in England. This tool helps local authorities develop and apply long-term evidence of pupil yield from housing developments, to inform local plans and planning decisions, and justify developer contributions towards education. The guidance state that while the government intends to bring forward its proposed new infrastructure levy, "the existing system will remain in place in most areas for the foreseeable future, as the new system is rolled out incrementally over several years". "That means that CIL and section 106 will remain the standard means of securing developer contributions for local authorities before the new infrastructure levy is fully adopted, and therefore this guidance focuses on the existing system."

Where there is a need to provide for additional educational facilities in association with development proposals - for instance, where the scale of the development gives rise to additional provision or enhancement of existing provision or the replacement of displaced existing facilities - the developer will be expected to make provision directly related in scale and kind to the need generated by the development. This can either be in the form of direct

provision by the developer or where this is not possible or appropriate, financial contributions will be sought through the use of planning obligations.

All proposed education facilities should comply with the latest relevant government legislation and Council guidance that informs the need for and manner of education provision, such as pupil place planning. The Council, as education authority, will need to be consulted where appropriate.

The Council will continue to work with other authorities and providers to monitor the capacity of education facilities and their ability to meet forecasted demands during the plan period.

Evidence

- Birmingham Housing and Economic Development Needs Assessment (April 2022)
- DEFRA Pupil Yields Tool (2023)

Issues and Options consultation responses

Consultation responses were received as follows:

- New developments should be better linked to schools
- Purpose built student accommodation should be encouraged in all areas of the City Centre, be affordable and located nearer transport links.
- The universities should work together to provide shared student accommodation.

Alternative policy options considered

No reasonable policy alternatives considered.

HN12 Healthy Neighbourhoods

Introduction

The link between our environments and our health and wellbeing has been clearly established and planning has a key role in ensuring that healthy environments are delivered. The purpose of this policy is to provide a framework for assessing planning applications according to the impact the proposal has on health and wellbeing of residents both already living in an area and those who will benefit from it in the future.

Policy HN12: Healthy neighbourhoods

Development must be designed to minimise negative health impacts, enable and support healthy lifestyles and address health and well-being needs in Birmingham.

A Health Impact Assessment (HIA) will be required for all developments which include 50 or more residential units, or over 1,000sq.m if commercial. Where any potential adverse health impacts are identified, the applicant will be expected to demonstrate how these will be addressed and mitigated.

Where it is demonstrated that existing health and community facilities do not have capacity to accommodate need arising from the proposed development and that it will result in an unacceptable impact on existing facilities, developers will be required to contribute to the

provision or improvement of such services. The effects of the obligations on the financial viability of development may be a relevant consideration.

Development schemes safeguarding or enhancing access to fresh food through the retention or provision of allotments, orchards, community gardens and growing spaces will be supported.

Proposals for new health care facilities should be well served by public transport services, walking and cycling routes and be easily accessible to all sectors of the community.

Proposals for multi-use and co-location of health facilities with other services and facilities will be supported.

Reasoned justification

Health in planning has a strong foundation in the National Planning Policy Framework (NPPF). The NPPF deals with the social objective of planning, health and wellbeing needs, local health and wellbeing strategies, well-designed places, effects of pollution on health and health infrastructure. Overall, it requires planning policies and decisions to aim to achieve healthy, inclusive and safe places.

The planning process can help to promote the health and wellbeing of residents, workers, students and visitors in the city through its role in shaping the built and natural environment. This can influence people's ability to follow healthy behaviours and can have positive impacts on reducing inequalities.

The Council's Corporate Plan has 'A Healthy Birmingham' as one of its outcomes and priorities. This focusses on "tackling health inequalities encouraging physical activity and healthy living, supporting mental health, and improving outcomes for adults with disabilities and older people". The Joint Birmingham Health and Wellbeing Strategy sets out the key principles, themes and actions to address the health issues and priorities in the city and ensure that every citizen can make choices that empower them to be happy and healthy. The most significant issues include low healthy life expectancy, deaths due to cardiovascular disease and smoking, infant mortality, mental health and emotional wellbeing of children and young people, obesity levels, adult mental health, dementia, physical inactivity.

In addressing these priorities and issues, it is essential that community needs are supported through appropriate physical and social infrastructure, and by other facilities and key services which contribute to improving physical and mental health and wellbeing, and the overall quality of life experienced by residents. Making sure that new developments contribute to improving the health and wellbeing of existing and future residents is crucial in fulfilling the council's priority in ensuring a healthy Birmingham.

Evidence shows that the important determinants of health include physical activity, active travel, access to green and open spaces, cleaner air, access to high quality health and community facilities, quality homes, inclusive and secure environments, healthy eating, digital inclusion and access to education and employment opportunities. However, provision of these health determinants are lacking, or inaccessible, for residents in the city's most deprived wards highlighting the link between health outcomes and deprivation. This is reflected in the prevalence of major illness e.g. cardio-vascular disease, liver disease, respiratory disease, obesity and mental health which have higher prevalence rates in the most deprived wards. As a result, there is a ten-year gap in the life expectancy between the least and most deprived wards. Many of these issues are addressed in the wider policies in the BLP:

- Promoting Liveable Neighbourhoods through the Growth Zone policies (Policies GZ1-GZ26) and Health Impact Assessment (criterion 1 above);
- Improving road safety (Policy CY6) and promoting active travel by enhancing pedestrian and cycle routes and encouraging more sustainable travel choices (Policy CY1-CY7);
- Retaining, increasing and enhancing green infrastructure and tree planting (Policy CE9) including urban greening (Policy CE12), biodiversity (Policy CE10 and CE11) and open spaces (Policy CE13).
- Facilitating opportunities for physical activity and recreation through good access to open space (Policy CE13) and sports facilities (Policy CE15);
- Supporting the network of local centres (Policy EC4); including supporting cultural infrastructure and improving access to cultural facilities.
- Seeking to improve air quality (Policy DM1) and managing noise (Policy DM4) in the city;
- Providing good quality and well-designed housing (Policies PG3) and improving the existing housing stock (Policies HN6, HN9, CE5).
- Delivering new and improved health services and facilities in areas accessible by sustainable transport (Policy CY1);
- Delivering inclusive, safe and well-designed places that are accessible to all (Policy PG3);
- Encouraging opportunities for access to fresh food through the retention of provision of allotments, community gardens, orchards and growing spaces.
- Requiring buildings to be sustainably constructed, utilise low and zero carbon energy (Policies CE1-CE6) and ensure that the risk of flooding is effectively managed (Policy CE7).

Addressing health inequalities requires a comprehensive and collaborative approach to working across various services to achieve desired outcomes.

To better ensure health matters are being considered in, and are shaping planning applications, a completion of a Health Impact Assessment is required. This enables the impact on health of a proposed development to be better understood, assessed and the correct mitigation measures implemented which would maximise positive health outcomes and minimise potential negative health outcomes, with the aim of reducing health inequalities. While health determinants are covered by other policy areas, such as transport, biodiversity net gain, environmental building standards and provision of sports facilities, a separate assessment enables bespoke interventions to be identified that in addition support local health strategies. These would be in line with Birmingham's Health and Wellbeing Strategy and Integrated Care Systems which would support local health issues.

The HIA should be informed by the Birmingham Healthy City Planning Checklist. The checklist is a practical tool to assist developers and their agents when preparing development proposals and local planning authorities in policy making and in the application process. It also provides a framework for the Council when considering health and well-being impacts of development plans and planning applications. The checklist is designed to highlight issues and facilitate discussion and can be used flexibly, reflecting the size and significance of the development. It is best used prospectively, before a plan or proposal is submitted.

As Birmingham's population grows and changes, new or improved healthcare facilities will be required. It is proposed to support and work with the NHS and other health organisations to ensure the development of health facilities where needed in new development areas.

Funding for many healthcare infrastructure projects will be delivered from mainstream NHS sources, but for some types of infrastructure, an element of this funding may also include contributions from developers. This may relate to the provision of physical infrastructure,

such as new health facilities (these may be co-located with other health or social care providers); or construction costs for additional facilities / extensions, adaptations or alterations which are required to meet the needs of the development. These contributions would be secured through planning agreements or planning obligations, in line with the relevant regulations in operation at the time; these are currently the Community Infrastructure Levy (CIL) Regulations 2010 (as amended).

Where an applicant considers that a development proposal cannot provide such contributions, a Viability Assessment should be submitted and will be independently reviewed at a cost to the applicant. The effect of the obligation on the financial viability of the development will be considered. In line with the sequential test, as set out in the latest national guidance, contributions will be sought initially to support infrastructure on-site, with alternatives being considered where this is not possible, or the sequential test is not met by the site.

Key evidence

- Birmingham Joint Health and Wellbeing Strategy 2022-2030
- Joint Strategic Needs Assessment
- Public Health England: Spatial Planning for Health (2017)
- Infrastructure Delivery Plan
- ICB Estate Plans/ Strategy

Issues and Options Consultation responses

- There were responses both in favour and against the implementation of Health Impact Assessments (HIA).
- Comments covered what a HIA would include, what the appropriate threshold of a HIA.
- Some respondents preferred to rely on the existing health policy to deliver positive health outcomes.
- Others were supportive of a HIA to relate to other concerns such as providing good quality support for elderly residents and tackling obesity.
- Preference for a HIA to be modelled on London's Healthy Urban Development Unit (HUDU) model if there were to be a requirement to instate HIA.
- Broad support for Liveable Neighbourhoods or 15-minute neighbourhoods to be a core theme of the Local Plan.
- Local centres to form a network of polycentric nodes with increased density, empty units to be re-purposed for community and health needs and public spaces in centre to hold events.
- The example of employment uses being converted to sports uses to support the health and wellbeing more of residents in the area was pointed to.
- Support for enhanced public spaces in centres which would incorporate green spaces and SuDS.

Climate and Environment

The Council declared a climate emergency in June 2019, and Full Council unanimously made the commitment to take action to reduce the city's carbon emissions, and to do so in a way which reduces inequalities across the city and brings communities with us. The protection and enhancement of the city's natural environment will continue to be a core aspect of the Local Plan and nature-based solutions will play a critical role in responding to climate change. The policies in this chapter are intended to work together to contribute towards the improvement and sustainability of Birmingham's environment, including climate change mitigation and adaptation.

Birmingham's built environment is a significant source of embodied carbon emissions, with new development a significant source of additional carbon emissions through use of materials, construction, lifetime operation and eventual end of life.

Thoughtful retention, preservation and adaptation is a proactive way to ensure that Birmingham meets its climate change commitments in ways that support and enhance the city's historical, cultural, economic, and environmental importance. Preservation and adaptive reuse can help maintain a city's unique identity, promote sustainability, and contribute to its overall well-being and vitality.

In an era defined by the pressing challenges of climate change, resource scarcity, and the need for resilient, sustainable communities, the importance of adopting a holistic and integrated perspective cannot be overstated. Birmingham is no exception. This approach is underpinned by the energy, transport, waste, and greenhouse gas (GHG) emissions management hierarchies. Through the integration of these sectors, we aim to achieve a multifaceted, interconnected approach to sustainable development, emphasising long-term well-being and the preservation and improvement of our natural environment.

By recognising that our city comprises of interdependent systems, our Climate and Environment policies strive to break down silos and encourage collaboration among stakeholders, government bodies, and residents. Our goal is to not only mitigate the negative impacts of energy consumption, transportation, waste generation, and GHG emissions but to create a regenerative and resilient local ecosystem that stands as a model for sustainable development.

This local plan policy stands as a beacon for what can be achieved when a city takes a systems approach to local governance. By adopting this approach, we embark on a journey to transform our community into one that is cleaner, more efficient, and better prepared for the challenges of the future. We invite all stakeholders, from residents to businesses, to join us in this transformative endeavour as we work together to build a sustainable and prosperous future for all.

CE1 Climate change principles

Introduction

Our city prioritises sustainable urban development with climate change mitigation, adaptation, and resilience at the heart of how we plan and realise a sustainable city. This policy underscores our commitment to both mitigating and adapting to climate change by setting clear goals for development to achieve climate resilience and net zero.

Policy CE1 is part of a suite of policies (CE1 – CE6) These policies play a key role in tackling climate change, encompassing steps to reduce greenhouse gas emissions, boost energy

efficiency, and encourage renewable energy use. They also incorporate strategies for climate resilience, like flood-resistant design and urban heat island reduction, adapting to climate shifts. Our policy commits to a vibrant, sustainable city contributing to local, national, and global climate goals. We invite developers, stakeholders, and the community to collaborate in building a resilient, low-carbon Birmingham.

Policy CE1 Climate change principles

Development should make a positive and significant contribution to both mitigating against and adapting to climate change by:

1. Minimising greenhouse gas emissions in accordance with the energy, heating and cooling, emissions management, and waste hierarchies by:
 - a. Reducing consumption of energy, fuels, water and materials through architectural and engineering design
 - b. The use of low and zero carbon energy generation and opportunities for heat network connection
 - c. Adopting a Whole Life-cycle Carbon Emissions approach that minimises embodied, operational and end of life emissions.
 - d. Using offsetting as a last resort
2. Adapting and increasing the resilience of place and communities to climate change risks and impacts through:
 - a. Managing flood risk and promoting sustainable drainage systems.
 - b. Incorporating urban greening into development and promoting and enhancing the natural environment and green infrastructure network to ensure biodiversity net gain.
 - c. Minimising the impact of overheating and reducing the need for mechanical cooling.
 - d. Minimising the negative impacts of development on soils, light, water and air.
 - e. Maintaining and enhancing the blue network to reflect the benefits that canals and rivers bring to urban cooling and nature recovery.
 - f. Supporting the principles of healthy neighbourhoods (Policy HN12).
3. Increasing the ability to make trips by public transport and active modes of transport in accordance with policy CY2.

Reasoned Justification

Birmingham has commitments to reduce greenhouse gas emissions and adapt to climate change in accordance with national and international agreements. Integrating a climate change policy into the Local Plan showcases the city's commitment to fulfilling these obligations while supporting sustainable climate mitigation and adaptation through its planning system. The Paris Agreement's Article 8 underscores the importance of cooperation at all levels to address climate change-induced loss and damage. Birmingham's declaration of a Climate Emergency reflects this and seeks to accelerate the city's net zero transition. This will require Local Plan policies that achieve deeper, faster climate change mitigation and adaptation.

The Local Plan empowers the city to drive substantial decarbonisation of its built environment, enabled by regulations from acts such as the Climate Change Act and Planning and Energy

Act and the Levelling up and Regeneration Bill 2022. In line with international and local modelling, Birmingham can expect to experience extreme weather events like floods, droughts, and heatwaves, posing threats to life and property. Recent climate data emphasises the urgency of addressing climate change, given record warm temperatures experienced across the UK, including Birmingham. Lessons from severe 2023 storms resulting in floods in the West Midlands highlight the rising frequency of extreme flood events, underlining the necessity for proactive planning.

Incorporating climate change policy into the Local Plan is fundamental in addressing environmental, social, and economic challenges stemming from climate change. Such policies proactively reduce emissions, enhance resilience against climate impacts like floods and heatwaves, and pave the way for a sustainable and resilient future. The Local Plan's climate change policies aid Birmingham in lowering greenhouse gas emissions, accelerating net zero progress. Furthermore, these policies facilitate adaptation strategies to counter climate impacts, foster economic opportunities through renewable energy and green infrastructure investment, and promote job growth and innovation.

Mitigation: Adjustments made to natural or human systems in response to the actual or anticipated impacts of climate change, to mitigate harm or exploit beneficial opportunities (NPPF).

Adaptation: Actions to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions (NPPF).

Net Zero: Net Zero is the point at which the amount of greenhouse gases being emitted into the atmosphere by human activity in the Birmingham equals the amount of greenhouse gases that is being taken out of the atmosphere. Net zero means any emissions would be balanced by schemes to offset an equivalent amount of greenhouse gases from the atmosphere, such as planting trees or using technology like carbon capture and storage (UK Parliament).

Key Evidence

- Birmingham City Council Net Zero Plan – Supporting Evidence Report, Jacobs, 7 September 2023
- National Planning Policy Framework (July 2021)
- Renewable Energy Capacity Study for the West Midlands, 2011
- Department for Energy Security and Net Zero, Renewable Energy Planning Database: Quarterly extract, July 2023
- Independent Assessment of UK Climate Risk
- IPCC. (2023). AR6 Synthesis Report: Climate Change 2023
- Met Office. (2022). UK Climate Projections (UKCP)
- West Midlands Climate Change Adaptation Plan 2021 – 2026

Issues and Options Consultation responses

51 comments were made on climate change issues as part of the Issues and Options Consultation. Consultation comments received that are relevant to an overarching climate change policy are as follows:

- There is a need to clarify what is meant by net-zero carbon (energy only or all operational energy). Any new policies should make this clear.
- Net Zero policy would result in a transition that would be 'too fast' and should be addressed through national Building Regulations.

- Stronger policies will be required to achieve net zero.
- Climate change needs to be an overriding theme of the new local plan.
- Carbon offset fund could be created for new developments that cannot achieve net zero.
- New policies will need to be clear on the hierarchy of requirements – i.e., which issues take priority when viability is an issue.

Alternative policy options considered

Option 1: Mitigation Emission Reduction - This policy option focuses on mitigation measures only, specifically reducing demand / consumption of energy, water, and materials. This policy emphasises optimising the efficiency of development. Other mitigation and adaptation measures would be left for other Local Plan policies to address.

Focusing solely on mitigation measures may not be sufficient in addressing all the challenges associated with climate change and sustainability. A comprehensive approach that includes both mitigation and adaptation measures is necessary to build city-wide resilience against climate impacts, as there is evidence that they are happening now, for example, extreme weather and heatwaves.

Option 2: Mitigation Fossil Fuel to Renewable Energy Transition - This policy focuses on mitigation measures only, promoting the adoption of renewable energy sources and facilitating the transition away from fossil fuels in the energy sector. Other mitigation and adaptation measures would be left for other Local Plan policies to address.

Relying on a transition from fossil fuels to renewable energy sources will not address all aspects of the climate challenge comprehensively. A balanced approach that incorporates other mitigation measures, such as nature-based solutions and changes in human behaviours can better address a wider range of climate-related risks and impacts in Birmingham and beyond. Energy security is also an aspect that is important to consider and whilst fossil fuels must be phased out, they will be required to ensure a sustainable energy transition over the 2020 and 2030s.

Option 3: Adaptation to Climate change - This policy option focuses on adaptation measures only, focusing on increasing resilience through the design buildings and infrastructure and the protection and restoration of existing natural and semi natural habitats.

An exclusive focus on adaptation without mitigation measures can perpetuate or exacerbate the root causes of climate change. Reducing greenhouse gas emissions (mitigation) is essential for addressing the long-term drivers of climate change, and adaptation alone will not be sufficient to prevent future risks. Climate change mitigation and adaptation are often intertwined, with solutions in one area affecting the other. For example, green infrastructure projects can serve both adaptation (e.g., flood control) and mitigation (e.g., carbon sequestration) purposes. A more balanced approach can address both sets of challenges.

CE2 Sustainable design and construction

Introduction

Birmingham's Policy CE2 is a commitment to sustainable design, construction, and infrastructure performance. Balancing efficiency, operational sufficiency, climate resilience, and local issues, the policy aims to elevate development standards citywide.

Policy CE2 Sustainable design and construction

Sustainable construction statements

All major development must submit a sustainable construction statement to demonstrate how the design has incorporated the following sustainable construction principles.

CE2.1 Water

All major residential schemes (including conversions, reversions and change of use) should aim to achieve an estimated water consumption of no more than 95 litres/ person/ day. All major non-residential schemes (including conversions, reversions and change of use) should aim to achieve an estimated water consumption of no more than 13 litres/ person/ day through the incorporation of water saving measures where feasible. These figures align with the RIBA 2030 climate challenge targets using the 2025 scenario; however we will support developments targeting the 2030 stretch targets of 75 litres/ person/ day and 10 litres/ person/ day respectively. Development should incorporate water reuse and recycling and rainwater harvesting measures.

CE2.2 Materials and resource efficiency

All development proposals should minimise use of materials and creation of waste and promote opportunities for a circular economy through:

- a. Prioritising the use of previously developed land and buildings, whilst maintaining and enhancing local character and distinctiveness.
- b. Reuse and recycling of appropriate materials that arise through demolition and refurbishment, including the reuse of non-contaminated excavated soil and hardcore within the site.
- c. Provide adequate space to enable and encourage greater levels of re-use and recycling.

In addition to points a-c, all major development must:

- d. Prioritise the use of locally sourced and/or sustainable materials and construction techniques that have smaller ecological and emissions footprints through the provision of Environmental Product Declarations (EDP)s as part of the Whole Life-cycle Carbon Assessment requirements in Policy CE4 Whole Life-cycle Carbon.

e. Considering the lifecycle of the development and surrounding area, including how they can be adapted to meet changing community needs and how materials can be recycled at the end of their lifetime.

CE2.3 Futureproofing

All new major development projects must develop futureproofed design solutions that consider potential changes in the climate. The policy requires all major development projects to develop design strategies to reduce the risks e.g. urban heat island effect from overheating and surface water flooding, for example through the utilisation of green roofs.

In addition to this, all new major non-residential buildings must conduct a detailed overheating risk assessment using a dynamic simulation tool, based on CIBSE TM59 methodology. The use of naturally ventilated spaces, the cooling hierarchy and provision of green and blue infrastructure in line with policy CE9 Green Infrastructure and Nature Recovery should be incorporated into building design.

CE2.4 Non-residential

All new build, non-residential development of 1,000 sq.m. and over, will be required to achieve at least BREEAM 'Excellent'. For applications that involve more than one development phase, the cumulative floorspace of all buildings will be applied. Alternative approaches will be accepted, where it can be demonstrated the proposed standard's targets align or exceed the mandatory credits required to achieve BREEAM excellent standard appropriate to the type of development.

CE2.5 Residential

There are several other sustainable design standards and methods that are available, covering a range of development types, including new homes. Where relevant, the voluntary use of quality assurance methods such as PassivHaus certification to support compliance with Policy CE3 will be encouraged.

All new major residential buildings must conduct an overheating assessment using a dynamic simulation tool, based on CIBSE TM59 guidance and following the Part O requirements.

Reasoned Justification

Policy CE2 aims to promote sustainability, reduce carbon emissions, and align development practices with broader climate change and environmental goals, contributing to a more environmentally responsible and sustainable built environment in Birmingham. The policy aims to limit the environmental impact of buildings and provides a 'whole system' approach that aligns development typologies with sustainability requirements across energy consumption, carbon emissions, consumption water and materials and resource efficiency.

A recent Waste Baseline study revealed that inert construction and demolition waste is the fastest growing source of waste originating within Birmingham City - having risen significantly from 35% of waste produced in 2019 (913 kt) to 49% (1.36 Mt) in 2021. To help address this, this policy requiring a Sustainable Construction Statements to be submitted to ensure builders and developers provide a clear and comprehensive account of how their projects adhere to sustainability standards and principles. This documentation is essential for accountability and transparency.

Water consumption contributes to carbon emissions through the energy and chemicals that must be used in the treatment that must be undertaken to make the water suitable for consumption before it is allowed to return to the environment. A target has been set for water consumption within developments, aligned with the 2025 figures within the RIBA 2030 targets as a minimum, with support for developers wishing to target the 2030 stretch consumption targets.

The Birmingham Local Plan Issues and Options (2022) identified the need to ensure both existing and new developments are made climate resilient through design and futureproofing to withstand the impacts of climate change. The policy includes a requirement to consider the risks of future climate change, such as overheating and surface flooding. A Climate Risk and Vulnerability Assessment (CRVA) Map was created to show the areas of Birmingham most

vulnerable to the impacts of climate change and can be utilised to inform developers about the need for futureproofed building design.

The Council's current policy (TP3) requires new non-residential development of a certain threshold to aim to meet BREEAM standard Excellent unless it can be demonstrated that the cost of achieving this would make the proposed development unviable. BREEAM sets minimum standards of performance in key areas, e.g., energy, water, waste etc and the majority of BREEAM credits can be traded so non-compliance in one area can be offset through compliance in another to achieve the target BREEAM rating. Research shows that BREEAM 'Excellent' is the most common level of performance referred to, both in planning policy and corporate strategies. It has been established that it is beneficial for the Council to continue to encourage the use of well-established building performance schemes as these can provide further environmental benefits and provide a useful design framework for developers. The policy also includes allowance for the use of alternative methods, where it can be demonstrated the proposed standard's targets align or exceed the mandatory credits required to achieve BREEAM excellent standard.

Key Evidence

- Birmingham City Council Net Zero Plan – Supporting Evidence Report, Jacobs, 7 September 2023
- RIBA's performance targets for office, school, and residential new builds in terms of their operational energy, embodied carbon, and potable water use from RIBA 2030 Climate Challenge target metrics.
- Spatial-planning-for-climate-resilience-and-net-zero Barriers & opportunities for delivering net zero and climate resilience through the local planning system, Centre for Sustainable Energy & TCPA July 2023
- Birmingham City Council, Waste Capacity Report (Ricardo), 2024
- Sustainable homes – the financial and environmental benefits, Science Report SC040050/SR, Environment Agency, June 2005
- Watt a Save Report, July 2023, Home Builders federation.

Issues and Options Consultation responses

51 comments were made on climate change issues as part of the Issues and Options Consultation. Consultation comments received that are relevant to having a sustainable construction policy are as follows:

- 65% of those responding agreed that the plan should introduce a policy to help prevent the overheating of new buildings.
- Use more green infrastructure for shade and urban cooling.
- Concern about water use: 63% of those responding to the issue of water efficiency agreed that the Local Plan should introduce higher water efficiency standards. Respondents felt that new development should demonstrate they are water efficient and incorporate water efficiency measures including rainwater harvesting and grey water usage.
- Support for applying BREEAM standards to relevant developments.

Alternative policy options considered

Option 1: Legislation and Regulations - The approach would involve devolving all building standards to the building regulatory system which mandates sustainable practices, energy efficiency, and environmental considerations in construction projects.

This option has been discounted, as it was viewed that a single, streamlined legislative/regulatory mechanism covering all aspects of sustainable design and construction was unlikely to be deliverable within the next 5 years may face challenges.

1. Complexity and Fragmentation:

The construction industry involves various stakeholders, including architects, engineers, contractors, suppliers, and local authorities. Each group has distinct interests, priorities, and regulatory requirements.

Sustainable design and construction encompass diverse aspects such as energy efficiency, materials sourcing, waste reduction, and environmental impact. Harmonizing all these aspects into a single mechanism is complex due to their interdependencies.

2. Sector-Specific Challenges:

Different construction sectors (residential, commercial, infrastructure) have unique sustainability requirements. For instance, residential buildings focus on energy efficiency, while infrastructure projects consider long-term resilience.

Streamlining regulations across sectors requires balancing sector-specific needs with overarching sustainability goals.

In summary, while the intent for a streamlined mechanism is commendable, achieving it within 5 years requires overcoming fragmentation, addressing sector-specific challenges, ensuring effective enforcement, and managing the transition. The road to sustainability demands collaboration, adaptability, and persistence from all involved parties.

CE3 Whole life-cycle carbon

Introduction

Integrating sustainability into urban development is vital for addressing environmental challenges and building resilient, low-carbon communities. Our planning policy takes a whole life-cycle approach, considering environmental impacts from inception to demolition. As part of this commitment, we require Whole Lifecycle (WLC) assessments for specific development proposals, ensuring emissions reduction and sustainability guide our decision-making.

Policy CE3 Whole life-cycle carbon
Interventions to improve the energy efficiency of existing buildings, their resilience to climate change and their ability to accommodate technologies to generate, store, distribute and manage energy supply and demand will be encouraged.

A whole life-cycle approach will be a key consideration in determining planning applications, with a Whole Life-cycle Carbon Assessment required for all major development proposals, or any proposal involving more than one development phase.

WLC assessments (as part of the Sustainable Construction Statement required in Policy CE3) require development proposals to demonstrate how:

- a. its location and design comply with the energy, carbon, transport, and waste hierarchies (see (Policy CE1)
- b. they minimise embodied emissions through:
 1. the retention of structures and materials on the site of the proposed development
 2. the use of materials and construction methods that minimise emissions.
- c. its operational emissions are supported by on-site zero emissions energy generation and storage (including connection to a heat network where applicable), with the embodied carbon emissions of these systems included in the overall development emissions lifecycle footprint.

The approach to WLC assessments, including when they should take place, what they should contain, minimum standards and how information should be reported will be set out in supporting guidance, tools, and templates published by the Council. As a minimum, this guidance will require WLC assessments to conform with recognised standards including (but not limited to) 'RICS Whole life Carbon Professional Statement¹'. The assessment should cover the development's carbon emissions and environment impacts over all stages of design lifecycle and shall comply with the embodied energy (kgCO₂e/m²) RIBA 2030 Climate Challenge target metrics appropriate to the type of development.

A balanced approach shall be taken to applications for largescale energy infrastructure that contribute to Birmingham's installed renewable energy capacity.

CE3.1 Off-setting

Off-setting will be accepted only as a last resort where the Whole Life Carbon Assessment indicates that the development will result in an increase in carbon emissions as a result of the development, and following agreement with the Council. Offsetting solutions will only be developed once the following have been demonstrated that the development:

- a. Whole Life-cycle Carbon Emissions have been minimised in accordance with all CE Policies
- b. Will be using offsets that are verifiable and correctly accounted for to ensure additionality is achieved, and that ensure credits are not at risk of reversal or creating negative unintended consequences for people and the environment.

Birmingham City Council acknowledges the prospect of updates and changes to industry guidance and the ongoing publication of relevant documents. To support this off-setting requirement the Council will develop an emission offsetting strategy that will provide the framework for agreeing and implementing offsets in a consistent, efficient, and effective that maximise the speed and scale of emission reduction.

Reasoned Justification

Our evidence base identified that there is a need to transition into whole life cycle thinking and to minimise both operational and embodied carbon emissions of new buildings and retrofit projects, implementing a systemic approach, and using state of the art solutions. A transition

into Whole Life Cycle thinking requires the implementation of a whole life cycle- based approach, covering all aspects of building lifecycle:

- A1-A5 Upfront Embodied Carbon
- B1-B5 In-use stage embodied carbon
- B6-B7 Operational carbon
- C1-C4 End of life carbon

This can allow BCC to encourage to reduce both operational and embodied carbon emissions of all new buildings and implement a holistic approach to tackle carbon emissions considering the whole cycle from early stages of design. This is in line with UKGBC's Net Zero Roadmap recommendations. Whole Life-cycle Carbon Assessments (WLCA) also align with UK policies such the Climate Change Act and EIA legislation, aiding Local Plan policies and decision-making in a policy area that will have increasing significance in determining planning applications. They address sustainability and environmental impacts, evaluating a project's entire life cycle from raw materials to disposal. This aids the Council's Climate Emergency commitment and the UK's sustainable development goals.

Resource efficiency benefits arise from WLC assessments, guiding decisions to reduce waste generation, promote recycling, and optimise resource use - contributing to circular economy objectives. WLC assessments also consider cost-effectiveness by assessing long-term costs and benefits, guiding sustainable design choices to avoid future expenses. Furthermore, these assessments inform Health Impact Assessments, promoting health and well-being by considering factors like air quality and access to green spaces. Incorporating WLC assessments into the Local Plan policy prioritises projects that enhance public health, create sustainable communities, and align with environmental targets.

This policy mandates WLC Assessments for projects meeting certain criteria, including those with large structures, multiple phases, or buildings. These assessments, combined with the Energy and Carbon Statement and Sustainable Construction Statement in Policy CE6 and CE2, quantify alignment with energy, transport, and resource efficiency Local Plan policy requirements. The RICS Whole life Carbon Professional Statement builds upon the BS EN 15978 standard and has been endorsed by LETI was identified as a robust methodology for calculating whole life cycle carbon.

Embodied carbon includes all of the GHG emissions associated with building construction, including those that arise from extracting, transporting, manufacturing, and installing building materials on site, as well as the operational and end-of-life emissions associated with those materials. A whole life carbon approach can help to identify the overall best combined opportunities for reducing lifetime emissions of built environment projects. Our approach minimises both embodied and operational emissions. Embodied emissions are reduced through responsible practices like retaining materials and low-emission construction. Operational emissions are addressed with high efficiency standards and on-site zero-emission energy integration, all accounted for in WLC assessments. Clear guidelines for conducting, timing, and reporting WLC assessments will ensure consistency.

The policy recognises that on-site solutions may not always be technically feasible. Offsetting must align with policies, prioritise net emissions reduction, and adhere to verifiable and accountable practices, following the Oxford Offsetting Principles. The Oxford Offsetting Principles are a set of four principles published by Oxford University's Smith School of Enterprise in 2020 and is a resource for guiding best practice within the design and delivery of voluntary net-zero commitments of government, cities and companies. The four Principles are:

- Cut emissions, use high quality offsets, and regularly advise offsetting strategy as best practice evolves
- Shift to carbon 'removal' offsetting, rather than carbon emission 'reduction' offsetting
- Shift to long term storage: short-lived carbon storage mechanisms incur a risk of being reversed over decades.
- Support the development of net zero aligned offsetting

Offsetting is a relatively new concept, and to allow for the constantly evolving nature of the data available, the detail of these offsets have been purposely left to a guidance note, to allow flexibility. This approach ensures that sustainability goals are met even when on-site solutions face limitations.

By embracing a whole life-cycle approach and enforcing thorough emissions assessments, our aim is to encourage sustainable development that minimises impact and creates climate-resilient spaces, benefiting Birmingham's citizens and the planet. This policy underscores our commitment to a greener, more sustainable future for Birmingham.

Key evidence

- Birmingham City Council Net Zero Plan – Supporting Evidence Report, Jacobs, 7 September 2023
- Myles Allen et al., The Oxford Principles for Net Zero Aligned Carbon Offsetting. (Oxford: Smith School of Enterprise, 2020).
- World Green Building Council – Bringing Embodied Carbon Upfront
- Spatial planning for climate resilience and net zero, The Town and Country Planning Association, July 2023
- Whole Life Carbon Assessment for the Built Environment, Royal Institution of Chartered Surveyors
- UK Green Building Council, Net Zero Whole Life Carbon Roadmap A Pathway to Net Zero for the UK Built Environment, November 2021

Issues and Options Consultation responses

51 comments were made on climate change issues as part of the Issues and Options Consultation. Consultation comments received that are relevant to creation of an embodied carbon policy are as follows:

- Embodied carbon calculation should be required for all new development.
- However, there were also a number of comments that suggested that requiring net zero, including embodied carbon, would be 'too fast' of a transition and that change this large should be part of national Building Regulations rather than additional policy.
- A local low carbon offset fund could be set up for new developments that are unable achieve net zero.

Alternative policy options considered

Option 1: Embodied Carbon – A policy focused only on embodied emissions of existing building and/ or structure proposed for demolition and/ or the embodied emissions of new development.

Focusing only on embodied carbon emissions will not address the full spectrum of carbon emissions associated with a development's entire life cycle. Ignoring operational carbon

emissions, which can be the most significant contributor to a building's overall carbon footprint, could limit the effectiveness of the policy in achieving broader sustainability goals.

By concentrating solely on embodied carbon emissions, the policy may miss opportunities to promote other aspects of sustainable development, such as energy efficiency, renewable energy adoption, and sustainable construction practices. Such a policy might not adequately address the carbon emissions of existing buildings that are not planned for demolition or significant renovation. A comprehensive sustainability strategy may require addressing carbon emissions across the entire existing building stock of a development proposal.

Option 2: Operational Carbon – A policy focused only on operational emissions of existing building and/ or structure and/ or the operational emission of new development.

Concentrating only on operational carbon emissions overlooks the significant carbon emissions associated with the construction and materials used in buildings (embodied carbon). This approach may not achieve a comprehensive reduction in a building's total carbon footprint over its entire life cycle.

Ignoring embodied carbon emissions could result in missed opportunities to develop innovative and interesting designs, promote energy-efficient design, renewable energy adoption, and sustainable building operation practices that reduce the immediate and ongoing carbon emissions.

CE4 Retrofitting existing buildings

Introduction

The retrofit and change of use of existing buildings provide a significant opportunity to reduce the carbon emissions impact of the existing built environment and will be used to leverage opportunities to improve the energy performance and resilience of residential and non-residential developments. Through Policy CE4, we are setting a pathway for an energy-efficient, resilient, and sustainable built environment. By encouraging interventions in existing buildings and embracing zero emission technologies, the Local Plan can play a key role in shaping a future that respects our heritage while embracing the urgency of climate action.

Policy CE4 Retrofitting existing buildings

Major development proposals for retrofit or changes of use will be supported where they demonstrate:

1. that the development will result in improved energy performance certificate, with reference to performance standards in Part L Building Regulations even where Part L is not triggered as a mandatory requirement.
2. use of the energy hierarchy and minimisation of on-site energy demand as much as possible. This can be achieved via setting energy reduction targets against a BAU scenario following the industry best practice benchmarks such as LETI and RIBA.
3. maximisation of the use of renewable heat and electricity generation and storage using on-site technologies including connection to heat networks
4. maximised the opportunity to install green and blue infrastructure improvements in line with policy CE9 Green Infrastructure and Nature Recovery.
5. futureproofing to ensure that designs that can be compatible with future energy technologies and relevant contingency strategies are implemented in design.

6. that opportunities for the retention and adaptation (see Policy CE3) of existing buildings and structures within the defined development site have been included within the scheme.

CE4.1 Historic Buildings

The Council encourages improvements in energy efficiency and technologies to generate, store, distribute and manage energy supply. Demand will be encouraged where it is demonstrated to not have a detrimental impact on the special characteristics of these heritage assets for the future. Proposals will be considered against national planning policy.

This includes listed buildings and buildings of solid wall or traditional construction and in conservation areas.

CE4.2 Certification

This policy encourages the use of industry best practice certification schemes such as PassivHaus, Energiesprong, NABERS or Enerphit - this list is not exhaustive.

Reasoned Justification

Birmingham needs Local Plan policies that reduce energy demand and improve energy efficiency of developments of existing and new buildings. The rationale for energy efficiency standards in UK planning policy encompasses various factors and is driven by the need to improve the energy efficiency of 315,993 of Birmingham's 478,141 buildings that fall below an energy rating of C and below the national average of 54%. The UK Clean Growth Strategy aims for homes to be EPC B and C by 2035 requiring a significant increase in retrofitting to move the 66.6% of Birmingham's 453,980 residential buildings to a minimum of C standard. In addition, 55.9% 24,746 non-residential buildings are below a C rating and will need to be improved to meet Net Zero targets.

Energy Performance Certificate Rating for Residential and Non-Residential Buildings in Birmingham

| | Number of Non-Residential Buildings | Number of Residential Buildings |
|---|-------------------------------------|---------------------------------|
| A | 405 | 461 |
| B | 2,927 | 35,253 |
| C | 7,568 | 115,534 |
| D | 7,454 | 185,561 |
| E | 3,921 | 92,064 |
| F | 1,188 | 18,712 |
| G | 1,283 | 5,810 |

At 21.8% of its population, Birmingham has the third highest levels of Fuel Poverty in the Country, with a high of 36.9% in Bournbrook and Selly Park Ward.

Energy-efficient buildings boost energy security by reducing demand and dependant on imported fossil fuels in accordance with the UK Energy Security Strategy and the aims of the UK Building and Heat Strategy to phase out fossil fuel heating.

Key Evidence

- Birmingham City Council Net Zero Plan – Supporting Evidence Report, Jacobs, 7 September 2023
- Repurposing to Zero: A framework for the repurposing of buildings across the West Midlands – West Midlands Combined Authority 2023
- UK Green Building Council. (2020). Building the Case for Net Zero. [Online]. UK Green Building Council. Last Updated: September 2020
- UK Green Building Council. (2022). Delivering Net Zero: Key Considerations for Commercial Retrofits. [Online]. UK Green Building Council. Last Updated: May 2022
- Department for Levelling Up, Housing and Communities. (2022). Scoping Report for the Evaluation of the Affordable Homes Programme 2021-2026. [Online]. Gov.uk. Last Updated: August 2022
- Sub-regional Fuel Poverty England 2023 (2021 Data), Department for Energy Security & Net Zero, published 27th April 2023
- Ministry of Housing, Communities & Local Government. (1 October 2019). Consultation outcome The Future Homes Standard: changes to Part L and Part F of the Building Regulations for new dwelling. [Online]. GOV.UK. Last Updated: 27 January 2021
- UK Green Building Council. (2021). Energiesprong UK A whole house refurbishment and new build standard and funding approach. [Online]. UK Green Building Council. Last Updated: 13 May 2021

Issues and Options Consultation responses

51 comments were made on climate change issues as part of the Issues and Options Consultation. There was clear support for the creation of a retrofit policy that not only requires but prioritises the extensive retrofitting of existing properties across all ownerships instead of demolition.

Alternative policy options considered

These policy options address different aspects of retrofitting to achieve improved energy efficiency of existing buildings. Combining elements of these options and tailoring them to specific contexts has led to the draft preferred option.

Option 1: Building Regulations-centric retrofitting - This option devolves retrofitting existing buildings through amendments to Building Regulations and its enforcement regime.

Evidence suggests relying solely on Building Regulations for retrofitting existing buildings will not achieve decarbonisation at the scale and pace needed.

The UK government has been working on retrofitting buildings to reduce energy use and carbon emissions. The Retrofit for the Future program is a practical guide that provides information and guidance based on the learnings of 40 homes retrofitted as part of the program 1. The program aims to introduce new materials, products, and technologies into existing buildings to reduce the energy needed to occupy them 1.

In 2019, the UK government introduced PAS 2035, which sets out a requirement for the proper assessment of dwellings and design and implementation of retrofits 2. The standard relates to PAS 2030: 2019 Specification for the Installation of Energy Efficiency Measures (EEM), which is the specification for installers to follow when selecting materials, components, and methods of installation 2.

Despite the progress made, the UK still has a long way to go to achieve its mandated 2050 net-zero carbon strategy and directive to Build Back Greener 3. A fabric-first approach and providing more efficient space heating are required to retrofit 1.5 homes per minute for the next 30 years 3 and a particular issue is the need for retrofitting to be delivered in the context of embodied carbon, wider infrastructure and embodied carbon. This where building regs have limitation, but in combination with a local plan can be achieved quicker, faster, better.

CE5 Renewable Energy Networks and Shared Energy Schemes

Introduction

As we look to build a greener and more sustainable future for Birmingham, our city is committed to implementing forward-thinking policies that prioritise sustainable energy solutions.

Policy CE5 aims to promote the development of heat networks, smart grids, micro grids, and community energy schemes, all of which are integral to achieving our Net Zero aspirations.

Policy CE5 Renewable energy networks and shared energy schemes

The Local Plan supports the city-wide growth of local energy systems to decarbonise new development in ways that support the decarbonisation of the built environment.

CE5.1 Heat Networks

The development of heat networks and associated infrastructure is strongly encouraged and should be approved unless it results in significant adverse impacts on the environment, or does not present an affordable option to occupants.

Development proposals inside designated Heat Network Zones

Priority areas for the delivery of Heat Networks are identified in Birmingham's designated Heat Network Zones. Each Zone requires new and existing buildings meeting specific criteria, within zones to be connected to a heat network through implementation and enforcement in accordance with the Energy Security Act 2023 and associated regulations. This includes development demonstrating they are 'heat network ready' where networks do not yet exist but are expected.

Development proposals outside designated Heat Network Zones

Where development proposals are located outside a Heat Network Zone, they will be required to engage with the Council or Zone Coordinator or Heat Network Delivery Partner to establish suitability to connect to an operational and/ or planned heat networks. This may include:

- a. Being supplied with heat from the heat network; or
- b. Supplying heating and cooling to the heat network e.g. through industrial waste heat or excess heat capacity.

Alternatively, the development will be encouraged to consider developing its own, on-site system for supplying heating and cooling to existing and/ or other planned buildings within 250 meters of the proposal.

Where development proposals demonstrate that the requirements of Policy CE6 cannot be achieved, due to technical feasibility or financial viability, the Council will engage with the

applicant to establish opportunities for the development to be “network ready” and designed to connect to heat network in the future.

CE5.2 Smart Grids and Micro Grids

The Council supports and encourages development proposals that support the deployment of Smart Grids and Micro Grids in Birmingham and demonstrate:

- A minimum Energy Performance Certification rating measures to reduce energy losses and optimise energy consumption through the deployment of advanced monitoring, control, and automation technologies and infrastructures.
- Utilisation of internal areas, façades, roof space and curtilage to accommodate renewable energy generation, heat pumps, storage and EV charging to be used by the development and/ or locally.

CE5.3 Community Energy Schemes

The Local Plan strongly supports community-led energy schemes as a critical element of Birmingham achieving Net Zero. The Local Plan supports the development of Neighbourhood Development Plans as they provide an opportunity for Birmingham’s communities to plan for community led renewable energy developments and the use of Neighbourhood Development Orders and Community Right to Build Orders to grant planning permission for renewable energy development.

Reasoned Justification

The evolving demands on energy networks driven by building energy needs, air quality improvement, electric vehicle adoption, and industrial process transformation are prompting the transformation of our energy systems. Birmingham's energy decarbonisation hinges on sustainability, affordability, and accessibility, which Policy CE6 aims to address these challenges through a mix of solutions.

The policy contributes to emissions reductions and climate targets by promoting local renewable energy generation. Decentralised (local) energy systems like heat networks through to building integrated solution such as roof mounted solar panels also enhance efficiency and lower emissions. Decentralised systems optimise efficiency through economies of scale and reducing distribution losses tied to centralised power generation. Energy generation closer to usage points minimises losses during transmission, boosting overall efficiency. They also enhance energy resilience by diversifying sources and reducing dependence on centralised power. This helps the city become more self-reliant, with greater energy autonomy, lessening vulnerability to broader energy disruptions.

The policy encourages innovation in energy technologies, such as smart grids, and demand response. Overall, Policy CE6 supports Birmingham's sustainable energy future by addressing emissions, community engagement, energy resilience, economic growth, infrastructure efficiency, and technological progress.

Although Heat Network Zones will become a separate regulatory regime, they do interact with the wider planning system and local government’s functions within it. Consequently, the current policy position address develop proposal that fall inside and outside of future designated Heat Network Zones.

Heat networks play a crucial role in our efforts to reduce carbon emissions and enhance energy efficiency. Designated Heat Network Zones have been identified as priority areas for the deployment of heat networks and indicates that 13% of Birmingham’s heat demand can be provided by heat networks within these zones new developments within these zones are

required to be connected to heat networks in line with zone policies and regulations. Outside of these zones, developments that meet certain criteria must also explore connection to operational or planned heat networks, ensuring that sustainable energy sources are harnessed wherever feasible.

Smart Grids and Micro Grids will play a key role in optimising the efficiency, reliability, and sustainability of electricity distribution systems in Birmingham providing better planning and management of existing and future electricity distribution and transmission grids; actively manage supply and demand; and enable new energy services and energy efficiency improvement.

Smart grids are electricity networks that use data and digital technologies, communication infrastructure and devices to monitor and manage the transport of power from sources of generation to meet that demand and/ or enable faster restoration of energy supplies following outages.

Micro Grids sit within a Smart Grid, they are also electricity networks with generation storage and loads (i.e. electricity demand) and enable an area to operate in “island mode” without the need for the main grid.

To optimise electricity distribution and enhance grid resilience, smart grids and micro grids are vital components of our sustainable energy strategy. Smart grids use data, digital technologies, and communication infrastructure to efficiently manage power transport, while micro grids enable energy autonomy. We encourage proposals that enhance energy efficiency, enable system flexibility, integrate renewable energy, support electric vehicle infrastructure, and accelerate grid modernisation.

Community Energy Schemes

Community-led energy schemes will play an increasingly key role and Birmingham's communities have a significant role to play in achieving Net Zero. We fully support the development of neighbourhood plans that facilitate community-led renewable energy projects. Through Neighbourhood Development Orders and Community Right to Build Orders, we aim to empower our residents to take an active role in planning for renewable energy developments.

Key Evidence

- Birmingham City Council Net Zero Plan – Supporting Evidence Report, Jacobs, 7 September 2023
- Sub-regional fuel poverty in England, 2023 (2021 data) - GOV.UK (www.gov.uk)
- UK Government Heat Networks Zoning Pilot - GOV.UK (www.gov.uk)
- National Grid - DFES (Distributed Future Energy Scenarios)

Issues and Options Consultation responses

51 comments were made on climate change issues as part of the Issues and Options Consultation. Consultation comments received that are relevant to creation of a renewable energy networks and shared energy scheme policy are as follows:

- Support for the decarbonisation of existing heat networks and the incorporation of energy usage intensity (EUI) into policy to reduce consumption.

- Any new policies will need to be clear on the hierarchy of requirements – i.e. which issues take priority when viability is an issue.
- 65% of those responding agreed that the plan should introduce a policy to help prevent the overheating of new buildings.

Alternative policy options considered

Option 1: Collaborative Energy Zones - A Collaborative Energy Zones policy focusing on establishing localised energy networks that promote community collaboration and renewable energy generation and storage enhancing energy efficiency and fostering local resilience.

The establishment of local energy networks often involves navigating complex regulatory, commercial and legal frameworks, with insufficient evidence available to justify its adoption in Birmingham. The emergence of Heat Network Zoning is an area being formally piloted by government and Birmingham with a strong focus on collaborative planning and deployment for a specific technology. More evidence is needed to determine the suitability of this approach for heat networks before a wider energy scope is considered for the city.

Option 2: Energy Corridors - The Renewable Energy Corridors policy focuses on establishing interconnected areas along strategic corridors for the development of renewable energy projects and efficient energy sharing.

There is insufficient evidence in place to define strategic energy corridors for renewable energy projects. Further evidence (through the energy master planning approaches such as Local Area Energy Planning) will need to be developed to justify an approach. This should be undertaken together with consideration of environmental impacts, including habitat disruption, wildlife migration issues, and land-use changes, but opportunities to define corridor with habitat and environmental designations.

CE6 Reducing operational emissions

Introduction

Policy CE2 outlines criteria that development must meet in relation to operational carbon. The policy also supports the development of renewable energy and storage within Birmingham, showcasing the City's dedication to expanding its renewable energy infrastructure role, contributing to a low-carbon economy transition while securing a sustainable community future.

Policy CE6 Reducing operational emissions

CE6.1 Energy and carbon statements

All development proposals will be required to submit an Energy and Carbon Statement to demonstrate how they have utilised:

1. Design resulting in operational energy use (kWh/ sq.m /annum) in accordance with RIBA 2030 Climate Challenge target metrics appropriate to the type of development.
2. The Carbon Hierarchy to demonstrate how the planning and design of the development has been shaped in accordance with; PAS2080:2023, Avoid – Switch

- Improve’ and the use of Whole Life-cycle Carbon Assessments. Planning submissions should demonstrate how actions are taken to reduce embodied and operational emissions. at all development stages. This should include the measures outlined in policy CE5 if the application includes retrofit or change of use.
- 3. Offsetting (where required) as a last resort – see CE4.1.
- 4. National Grid’s Future energy scenarios and Energy Supply Area (ESA) level data and analysis to ensure new development fits into the wider net zero energy transition. Developments to be assessed against Local Area Energy Plans where available (or equivalent energy plans).
- 5. Maximisation of on site or building integrated renewable heat and electricity generation and storage. Proposals should maximise solar energy generation using the available roof space and parking area.
- 6. Alternatively for site heat demands, connection to a low or zero-emission heat network where available.
- 7. An Energy infrastructure assessment to identify opportunities for energy infrastructure provision, such as energy centres, energy storage suitable for their site and surroundings. All development proposals will be required to demonstrate their plans for onsite electricity and/ or thermal storage, where this will complement the on-site heat and electricity provision. This should include consideration of futureproofing through building designs that can be compatible with future energy needs of the development.

In addition to the above, major developments ¹ must also:

- 8. Dynamic energy modelling - develop a dynamic simulations model using CIBSE TM54 methodology (or any equivalent). Modelling should assess the whole life cycle energy consumption and emissions of design options, reducing the risks for performance gap to enable design teams to make informed decisions
- 9. Data Transparency and Measurement - measure and share actual (as-built) carbon and energy data after practical completion. This must include reporting of as-built whole life cycle carbon emissions at practical completion and one year post-occupancy. This should be completed using the provided template.

Specification and supporting guidance for achieving the requirements of CE6.1 will be provided in the associated guidance note.

CE6.2 Renewable energy proposals

Proposals for renewable and low carbon energy generation and storage will be supported in the context of sustainable development and climate change. A smart and flexible energy system is essential for decarbonisation of the built environment and transport in the city. Proposals for renewable and low carbon energy generation and storage will be encouraged where they:

- a. contribute to increasing Birmingham’s installed local energy generation and storage capacity.
 - b. integrate well with the design of new and existing buildings and infrastructures.
 - c. enables access to clean, affordable energy.
 - d. make use of existing built structures in Birmingham / brownfield land
 - e. are co-located with an existing or proposed renewable energy development.
 - f. can be shown to alleviate energy system constraints.
- enable further local renewable energy developments and/ or EV charging to be deployed.

Reasoned Justification

Overall policy CE6 seeks to reduce carbon emissions through the use of the carbon hierarchy, dynamic energy modelling and renewables before utilising carbon offsetting as a last resort. The policy also promotes the use of thermal and electricity storage, to increase resilience at peak times and the reporting of as built energy data, to increase accountability and enable performance tracking. By promoting the development and deployment of renewable energy sources and storage, the policy is central to a step change in deployment in renewable energy generation needed in Birmingham.

The built environment contributes around 40% of the UK's total carbon footprint. Almost half of this is from energy used in buildings, known as operational energy. Operational energy includes all the energy used by a buildings' occupants (such as kettles, computers and other plug-in items) as well as the energy by building systems (such as lighting and heating). Operational energy is measured in kilowatt-hours per metre squared per year (kWh/m²/y) based on the gross internal area (GIA) of the building. This measurement should be taken from energy meter readings (or energy bills) for the building over a year, so that both winter and summer seasons feature in the calculation. The policy aligns the carbon reduction metrics with the RIBA 2030 standards. RIBA published a set of voluntary operational energy and water use and embodied carbon performance targets as part their 2030 Climate Challenge. The first version of their performance targets was published in 2019 and the updated version has been re-issued in 2021 with refined targets that encompass development in the knowledge base of performance trajectories. The embodied carbon targets in Version 2 are now aligned with LETI, the Whole Life Carbon Network, and others, and follow the latest jointly authored guidance.

The primary objective of this policy is to reduce carbon emissions associated with both the construction and operation of buildings. It emphasises the use of the Carbon Hierarchy as a framework for shaping development proposals in accordance with PAS2080:2023 (Avoid – Switch – Improve). This framework prioritises avoiding emissions, switching to low-carbon alternatives, and improving efficiency. Additionally, the carbon hierarchy can be useful for change of use and major retrofit projects in order to minimise construction waste and maximise the use of existing elements of buildings and components within existing buildings. To support this, the policy encourages the use of the CIBSE TM54 dynamic energy modelling methodology to assess the operational energy consumption and carbon emissions of design options. This helps in making informed decisions and minimises the performance gap between design and actual energy use, contributing to the long-term energy efficiency of the development.

The inclusion of future energy scenarios and Energy Supply Area (ESA) data ensures that development proposals consider the changing energy landscape and are designed to be compatible with evolving energy supply systems. The Future Energy Scenarios (FES), developed by National Grid Energy System Operator (ESO) outline credible future growth scenarios for the energy system. These scenarios consider factors such as demand growth, storage, distributed generation, and low carbon technologies like Electric Vehicles and Heat Pumps.

The policy both requires the use of renewables in new development and encourages proposals for installed renewables. By promoting the use of renewable energy sources such as solar and heat pumps, Birmingham can increase its local generation capacity and reduce dependence on fossil fuels. Reducing dependence on imported fossil fuels and increasing domestic renewable energy generation, will enable Birmingham to increase its energy self-sufficiency

and reduce vulnerability to supply disruptions. By implementing flexibility via behaviour-driven demand-side response or system-driven energy storage technologies (e.g., using energy stored in local batteries, rather than drawing from the transmission system) we can help shift energy demands in time, thereby reducing energy demand in any given period of time. This could include chemical storage (via large grid-scale centralised batteries, smaller distributed stationary batteries, or electric vehicle batteries via vehicle-to-X technologies, where X could be a home or the grid), thermal storage (via turning electricity into heat and storing it in water or phase change materials), or physical storage (via compressing a gas or moving heavy weights).

Renewable energy policy can improve public health and reduces environmental impacts. Unlike fossil fuel-based energy sources, renewable energy generation produces little to no air pollutants, helping to improve air quality and reduce respiratory diseases. Additionally, renewable energy technologies have a lower environmental footprint, with reduced water consumption, land use, and adverse impacts on ecosystems compared to fossil fuel extraction and combustion. Subject to compliance with other local plan policies the council will support:

- Solar PV and thermal energy development proposals, including both building integrated and standalone ground mounted installations and extensions. The use of bio-solar roofs will be supported as this can provide further benefits to reduce the urban heat island effect and improve efficiency of solar PV panels.
- Heat pumps although these will require planning permission where they do not comply with noise standards set out in Local Plan policy DM4 and/ or will negatively impact on soil or water quality, drainage or flood risk resilience in accordance the policy CEX.
- Heat capture form natural and built environments sources such as aquifer, watercourse, industrial etc.
- Applications for, or development incorporating other methods of low and zero carbon energy generation including –but not limited to: wind power, hydropower and bioenergy will also be supported.

Acknowledging the significance of energy storage, the policy recognises short- and long-term electricity and thermal storage. The use of existing structures and co-location with low emission energy projects are encouraged. The Council will be adopting a long-term approach to the planning of renewable energy, storage, and distribution. This will be developed with key stakeholders using approaches such as Local Area Energy Planning (or equivalent energy plans), future energy scenarios and Energy Supply Area (ESA) data to plan and coordinate development proposals with wider energy infrastructure and energy intervention planning and programme / project delivery.

The policy requires all new development and major retrofit projects to measure and share actual (as-built) energy data after practical completion. This actual carbon and energy data can then be used to review policy and set benchmarks in the future.

Key Evidence

- Birmingham City Council Net Zero Plan – Supporting Evidence Report, Jacobs, 7 September 2023
- Climate Change Committee. (2023). Progress in Reducing Emissions. [Online]. Climate Change Committee. Last Updated: June 2023
- Climate Change Committee. (2019). Net Zero – The UK’s contribution to stopping global warming. [Online]. Climate Change Committee. Last Updated: 2 May 2019

- 2023 Progress Report to Parliament - Climate Change Committee (theccc.org.uk)
- Climate Change Committee. (2023). Progress In Reducing Emissions. [Online]. Climate Change Committee. Last Updated: 28 June 2023
- Climate Change Committee. (2023). Progress In Reducing Emissions. [Online]. Climate Change Committee. Last Updated: 28 June 2023
- National Grid ESO. (2023). Future Energy Scenarios. [Online]. National Grid ESO. Last Updated: July 2023
- National Grid. (2022). Distribution Future Energy Scenarios. [Online]. National Grid. Last Updated: December 2022
- Department for Energy Security and Net Zero, Prime Minister's Office, 10 Downing. (2022). British energy security strategy. [Online]. GOV.UK. Last Updated: 7 April 2022

Issues and Options Consultation responses

51 comments were made on climate change issues as part of the Issues and Options Consultation. Consultation comments received that are relevant to creation of a renewable energy policy are as follows: There was general support for the use of renewable technologies in all new development. Comments suggested that all new build should be mandated to have energy efficiency measures including solar panels. Siting of turbines and solar panels need careful consideration around Birmingham Airport flight paths. Comments suggested that new policies will need to be clear on the hierarchy of requirements – i.e., which issues take priority when viability is an issue.

Alternative policy options considered

Option 1: Renewable Energy Zones - The policy focuses on creating renewable energy hubs within Birmingham to promote increase installed capacity of efficient generation, storage, and distribution of renewable energy.

There is insufficient evidence at present to support implementing renewable energy zones in Birmingham. National Grid Distribution Future Energy Scenarios (DFES) data indicates that roof mounted solar PV will be the main technology deployed on residential and non-residential buildings. Given that the majority of roof space comprises of existing buildings there is limited value in defining specific zones and therefore merit in instead focusing on policies that encourage deployment of building integrated renewables on new and existing buildings.

Developing renewable energy zones in Birmingham will require a significant amount of land, and evidence is needed to understand the extent brownfield and greenfield land could provide suitable areas to designate for energy generation and storage and how well those areas fit with areas with grid capacity.

Option 2: Renewable Energy Integration Framework - The policy aims to establish a comprehensive approach to integrating renewable energy generation and storage within Birmingham's districts, ensuring optimal utilisation of resources, and promoting local energy sustainability.

Implementing a comprehensive renewable energy integration framework is deemed unnecessary as Local Plan policy as:

a) Birmingham has relatively narrow scope of renewables (i.e. solar pv, solar thermal and heat pumps (air, water, ground))

b) Local Area Energy Planning/ plans is better placed to provide that role and developed to support and enhance the planning system along with energy supply and demand decarbonisation programmes such as energy retrofitting.

CE7 Flood Risk Management

Introduction

Flooding puts lives, livelihoods, essential infrastructure, and people's well-being at risk.

There are different types of flooding: river, coastal, surface water (when rainfall cannot drain away), sewer flooding and groundwater flooding (where the water table level rises above ground).

Birmingham City Council (BCC) declared a climate emergency on 11th June 2019, pledging to reduce the city's carbon emissions and fighting against climate change with a goal to become net zero carbon. The effects of climate change are not limited to faraway areas, but also our own city, with increased extreme weather events such as flooding, droughts and heatwave, posing a major risk to life, property and infrastructure.

The Met Office has recently updated to the latest World Meteorological Organization climate averages for the period 1991-2020. The Met Office noted that "2022 was the warmest year on record for the UK in a series from 1884 for maximum and mean temperatures, and it was the second warmest for minimum temperature (behind only 2014). All individual months except December were warmer than average."^[1] All four seasons were in the top-ten warmest for the UK overall and 2022 was also the warmest year on record for the Central England Temperature (CET) series from 1659.

In 2022 a drought order was also imposed on our water resources area, whilst the city also experienced periods of intense storms and rainfall events that are outside the expected range of typical weather conditions, which resulted in flooding from a range of different sources throughout the year.

Rainfall intensity is expected to increase in the future. It's envisaged that surface water flooding will become more frequent with intense rainfall totals falling more often. River flows are also expected to increase leading to an increased risk of fluvial flooding.

To ensure that the city is resilient to the future impacts of climate change, new developments must make space to manage water and design developments to ensure that they do not flood during the anticipated lifetime of development taking into account the changes in rainfall that may be experienced across the city.

Climate change assessments and allowances are liable to change in the future in response to metrological observations, which is why new developments should be designed to safely manage extreme rainfall events to ensure the safety of future occupants.

Policy CE7 Flood Risk Management

All new developments should ensure that flood risk from all sources can be managed for future occupants, and that they do not contribute to increasing flood risk to third party land.

Sustainable Drainage Assessment and Operation and Maintenance Plan

A Sustainable Drainage Assessment and Operation and Maintenance Plan will be required for all major developments, as defined in Article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015. As part of their Flood Risk Assessment (FRA) and Sustainable Drainage Assessment developers should demonstrate that the disposal of surface water from the site will not exacerbate existing flooding and that exceedance flows will be safely managed.

For all developments where a site-specific Flood Risk Assessment and/ or Sustainable Drainage Assessment is required, surface water discharge rates shall be limited to the equivalent site-specific greenfield runoff rate for all return periods up to the 1 in 100 year plus climate change event.

Sustainable Urban Drainage (SuDS)

To minimise flood risk, improve water quality and enhance biodiversity and amenity all development proposals will be required to manage surface water through Sustainable Drainage Systems (SuDS). Wherever possible the natural drainage of surface water from new developments into the ground will be preferred.

Surface water runoff should be managed as close to its source as possible in line with the following drainage hierarchy:

- Store rainwater for later use.
- Discharge into the ground (infiltration).
- Discharge to a surface water body.
- Discharge to a surface water sewer, highway drain or other drainage system.
- Discharge to a combined sewer.

All SuDS must protect and enhance water quality by reducing the risk of diffuse pollution by means of treating at source and including multiple treatment trains where feasible. All SuDS schemes should be designed in accordance with the relevant national standards and there must be long term operation maintenance arrangements in place for the lifetime of the development.

Drainage strategies should be designed to incorporate SuDS to achieve the three key principles of SuDS; Quantity Control, Quality Control and Biodiversity & Amenity Value and support climate change adaptation for new developments. Nature based solutions to manage surface water should be prioritised within all new developments as they can contribute to climate change adaptation and mitigation whilst supporting biodiversity net gain targets.

Schemes to retrofit SuDS that can demonstrate that they reduce flood risk and enhance biodiversity to existing developments and communities should be approved without delay.

Enhancements of Water Resources

As well as providing water and drainage, the City's rivers, streams, canals, lakes and ponds are an important amenity and are also valuable as wildlife habitats. Opportunities to increase the wildlife, amenity and sporting value of natural water features and canals will also be encouraged, provided that there is no adverse impact upon water quality, flood risk or to the condition and ecological function of the natural environment.

Proposals should demonstrate compliance with the Humber River Basin Management Plan exploring opportunities to help meet the Water Framework Directive's targets. Development will not be permitted where a proposal would have a negative impact on surface water (rivers,

lakes and canals) or groundwater quantity or quality either directly through pollution of groundwater or by the mobilisation of contaminants already in the ground.

Where development is within 20 metres of a raised reservoir, details regarding any construction and groundworks should be submitted for assessment with the relevant statutory undertaker.

Trees and Woodland

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

Reasoned Justification

Birmingham is at risk of flooding from main rivers, ordinary watercourses, surface water, sewer flooding and groundwater. There is also the potential for canal and reservoir breach and overtopping.

As there has been development within flood zones, particularly along the Rea and the Tame, fluvial flood risk is an issue.

There have also been considerable instances of flooding from surface water with small watercourses and sewers being particularly susceptible to flash flooding in response to intense storms. This flooding is difficult to predict and can occur in any location within the city.

Many of the City's rivers were engineered and canalised in the late 19th century (River Rea and Hockley Brook) and are now at the end of their design life and are at risk of failure. These assets are critical in managing current and future flood risk. Every opportunity should be taken to naturalise rivers to create more space for water, enhance biodiversity and geomorphology as well as proving active transport routes and connectivity between areas of the city. Historically many of Birmingham's watercourses have been culverted. This limits their amenity and wildlife value and may also inhibit the potential for natural drainage. The removal of culverting through development can therefore bring significant benefits and contribute to the Water Framework Directive targets. Birmingham lies within the Tame, Anker and Mease catchment for which a catchment-based approach to flood risk management from all sources is being promoted by DEFRA, Birmingham LLFA and the Environment Agency.

Whilst in many cases the modification of rivers in our city has managed water effectively, the increase in rainfall and river flows as a result of climate change means that the rivers will not be able to convey enough flows to prevent communities flooding in their current condition. Over the next century, without works to restore rivers and create new areas of floodplain the city will not be able to adapt to climate change and will see more frequent flooding and more severe impacts from that flooding.

The most effective way to address this is through an easement of at least 20 metres from top of river channels to make space for footpaths, cycle routes and create green corridors that allow space for biodiversity and habitat creation, whilst encouraging the naturalisation of watercourses to provide habitat space in channel and store water which will reduce flood risk. If climate change projections increase during the lifetime of developments this easement is sufficient to support the development of new flood risk management infrastructure such as embankments, bunds and walls to protect homes and businesses from flooding.

In addition, a positive orientation of developments along river corridors to ensure that watercourses are visible and benefit from natural surveillance to reduce the risk of fly tipping, and antisocial behaviour. When easements are provided, opportunities for active transport routes are also maximised. Rivers that are hidden behind garden walls and fences are far more vulnerable to a lack of maintenance and blockages that can cause or increase flood risk to occupants of the development.

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

- Development is located in the lowest areas of flood risk.
- Measures are put in place to mitigate new development against flood risk and ensure that it does not increase flood risk elsewhere.
- Surface water is managed effectively on site through the appropriate application of Sustainable Drainage Systems.
- Opportunities should be sought to reduce the overall level of flood risk in the area and beyond through the layout and form of development.
- Development should be designed to be safe throughout its lifetime, taking account of the potential impacts of climate change in impermeable areas for a site could contribute to a significant increase in surface water runoff, peak flows and volumes. In turn this could contribute to an increase in flood risk elsewhere.

A Sustainable Drainage: Guide to Design, Adoption and Maintenance will be updated to provide detailed guidance to support the implementation of sustainable drainage systems including guidance on the national requirements for SUDS, the local requirements placed on developers and the technical requirements.

In taking forward the SFRA the City Council will have regard to developing strategies such as the Local Flood Risk Management Strategy, Surface Water Management Plan, and future development of the Flood and Water Management Act 2010.

Watercourses, lakes and reservoirs are important for sports, recreation and active transportation and the improvement of them can contribute to both physical and mental health and wellbeing.

Canals have a wildlife and amenity value and take a proportion of surface water run-off. They also have a role as non-natural watercourses to help to manage flood risk.

To manage flood risk effectively, you need to manage rainwater as close to the location that it falls and generates surface water. Birmingham LLFA have responsibility to manage surface water flood risk and are a statutory consultee for all major developments and implement national and local planning policies to manage and reduce surface water flood risk.

Approaches to manage surface water that take account of water quantity (flooding), water quality (pollution) biodiversity (wildlife and plants) and amenity are collectively referred to as Sustainable Drainage Systems (SuDS).

SuDS mimic nature and typically manage rainfall close to where it falls. SuDS can be designed to transport (convey) surface water, slow runoff down (attenuate) before it enters watercourses, they provide areas to store water in natural contours and can be used to allow water to soak (infiltrate) into the ground or evaporated from surface water and lost or transpired from vegetation (known as evapotranspiration).

SuDS are drainage systems that are environmentally beneficial, causing minimal or no long-term detrimental damage. They are often regarded as a sequence of management practices, control structures and strategies designed to efficiently and sustainably drain surface water, while minimising pollution and managing the impact on water quality of local water bodies.

A comprehensive sustainable drainage approach can help to alleviate flood risk as well as managing the impacts where flooding does occur, for example by:

- Maximising opportunities for infiltration of surface water through replacement of impermeable surfaces with permeable surfaces;
- Maximising opportunities for planting and vegetated areas, in preference to engineered surfaces, to increase evapo-transpiration and provide improvements for biodiversity and wider natural capital benefits;
- Providing additional surface water storage over and above the minimum requirements e.g. an over-sized pond, to accommodate more extreme rainfall events; and
- Reducing surface water loadings on the existing sewerage network. This could include using systems to capture run-off from surrounding development, not just the proposed development, by incorporating it into the provision of an area-wide strategic sustainable drainage system, planned in conjunction with local risk management authorities and sewerage providers. This approach could help reduce the risk of sewer flooding and free up capacity in wastewater treatment works, off-setting the need for off-site reinforcements of the sewerage network.

The layout and function of drainage systems needs to be considered at the start of the design process for new development, as integration with road networks and other infrastructure can maximise the availability of developable land.

By reducing surface water flows to a 'greenfield' discharge rate in line with the requirements of this policy Birmingham LLFA is able to reduce flows into the sewer network and subsequently the river network reducing flood risk not only to Birmingham but to communities throughout the River Humber Basin.

CE8 Sustainable resource management

Introduction

There is a need to reduce the waste the city produces from its home and businesses and carefully and sustainably manage what is left. How the city deals with waste will be central to planning for sustainable growth. Birmingham has a large number of existing waste management and treatment facilities. These will inevitably change over time but it is important that this does not lead to the loss of overall waste treatment capacity.

Policy CE8 Sustainable Resource Management

The City Council will seek to prevent the production of waste wherever possible, and where this is not feasible, will seek to move and manage Birmingham's waste up the waste hierarchy. This will require an increase in alternative disposal capacity.

The City Council will continue to hold a collaborative working partnership with its neighbouring West Midlands authorities who have waste responsibilities; those who import waste into or export waste out of Birmingham, to ensure a cross-boundary approach to waste management.

All new developments should be designed to minimise the amount of waste they create; treat waste as a resource and encourage recycling, reuse and composting. Major developments will be required to prepare a Waste Management Strategy and should incorporate appropriate infrastructure for facilitating and recycling on site.

New developments and building conversions should be designed and adapted to extend their useful lifetime. Design should also allow for the salvage of building components and materials for reuse or recycling. Design should also consider the use of secondary and recycled aggregates to help reduce the need to import aggregates into the city.

Location of Waste Treatment Facilities

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

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

Proposals for New or Expanded Waste Management Facilities

Proposals for new or expanded waste management facilities, including in the locations listed above, will be considered against the following criteria:

1. The effect of the proposed waste facility upon the environment and neighbouring land uses
2. The impact of traffic generated by the proposal and the availability of alternative transit modes, such as rail and waterways.

All new waste treatment and management facilities will need to take account of the following:

- Evidence of the need for the facility
- The need for pollution control measures, including potential harm to the natural environment and water quality, which are appropriate to the type of waste to be processed or handled.
- Compatibility with adjacent land uses and the impact of proposals on residential amenity. New waste facilities will not normally be approved adjacent to existing housing and proposals for anaerobic digestion will not be approved within 250m of existing housing.
- Careful consideration should be given to the need to minimise environmental and visual impact. Wherever feasible, waste operations should be enclosed within buildings or sealed structures in order to minimise the impact on adjacent land uses from noise, odour, vermin and wildlife.
- Waste operators will need to demonstrate that the carbon emissions from waste developments as well as the associated transport of waste to processing plants are minimised to assist with Birmingham's transition to net zero.
- Increased fire risk
- Land instability
- Necessary mitigation measures should be identified to reduce potential adverse impacts from the development.

- Proposals advocating open air unenclosed storage of organic odour producing material will not be supported.

Reasoned Justification

The waste hierarchy - Reduce, Reuse, Recycle summarises the overall national approach to waste management. This gives priority to preventing waste in the first place then re-using it, then recycling it - last of all, is disposal to landfill. With the need to accommodate further growth, it is important that adequate waste and recycling facilities which adopt the Reduce, Reuse, Recycle principles are provided.

The Resources and Waste Strategy for England was published in 2018. It includes the following objectives which need to be implemented locally:

- To send no food waste to landfill by 2030
- To recycle 65% of Municipal Waste by 2035
- To have no more than 10% of Municipal Waste going to landfill by 2035
- To have zero plastic waste by 2042
- To have zero avoidable waste of all kinds by 2050
- To double resource efficiency by 2050

The City Council has commissioned a Waste Management Needs Assessment which explores a range of issues including predicted waste arisings from all sources and future capacity requirements. The results of this will be used to inform the final waste policy. Initial findings show that approximately 2.80 million tonnes of waste were generated by Birmingham in 2020. Nearly half of this is attributed to Inert (Construction & Development) waste. There has been a notable decline in C&I Waste from 41% of total waste (1.1 million tonnes) in 2019. The majority of waste is sent for recovery with around 20% being sent to landfill. The vast majority of Birmingham's waste is treated in Birmingham and the West Midlands. Birmingham has a lack of landfill and specialist hazardous waste treatment capacity and is a net exporter of construction and demolition and inert waste. It has a shortfall in its capacity to handle this category of waste.

The updated waste capacity requirements indicate that Birmingham's available capacity is likely to be exceeded around 2036. There is currently capacity for 350,000 tonnes of Commercial & Industrial waste which is likely to be exceeded towards the end of the Plan period. Conversely, there is availability for around 475,000 tonnes of Construction and Development waste, and 135,000 tonnes of hazardous waste, which is unlikely to be impacted throughout the Plan period.

Waste flows within the West Midlands emphasise the interdependence that exists between the authorities within the region. Ongoing collaboration with the relevant local authorities is required to ensure that waste capacity requirements which cannot be delivered within the City, continue to be provided in other areas with established waste management relationships.

Major new developments are required to submit a Waste Strategy Statement as part of the planning application process. This should take account of the following requirements:

- How all materials arising from demolition and remediation will be re-used and/or recycled.
- Providing adequate and accessible storage space to support recycling and re-use.
- How much waste the development is likely to produce and how this is to be managed in accordance with the waste hierarchy.
- How performance will be monitored and reported.

The City Council will support the distribution of new waste facilities across the city providing the sites and facilities meet the specified policy criteria. Well run waste management facilities may present no more noise or loss of amenity than a typical industrial use and are essential to managing waste in a sustainable and efficient way.

Industrial areas with existing and complementary waste and industrial uses are well placed to specialise in new waste and sustainable energy technologies.

Key Evidence

- Birmingham Waste Needs and Capacity Assessment (Ricardo 2024)

Issues and Options Consultation Responses

A summary of responses follows:

- Decarbonise existing heat networks and incorporate energy usage intensity (EUI) into policy to reduce consumption
- Development should be conditioned to submit waste management proposals
- No new incinerators to burn waste
- Infrastructure Delivery Plan to consider sewerage requirements of new development
- Need consistent waste management approach across the City. At present there are different facilities at different centres across the City.
- Applying the circular economy principles to the design of buildings for adaptation, reconstruction and deconstruction, extending the useful life of buildings and allowing for the salvage of building components and materials for reuse or recycling.
- Need better provision of waste and recycling facilities in new and existing developments.
- Developers to submit waste management proposals as condition, discharge with evidence of compliance on completion.

Alternative Policy Options Considered

No further policy options are put forward at this stage, due to the need to take into account evidence presented by the ongoing Birmingham Waste Needs Assessment.

CE9 Green Infrastructure and Nature Recovery

Introduction

Birmingham is one of the greenest cities in Europe, with over 600 publicly accessible parks and green spaces across the city. There are over 1 million trees across the city and in 2021 Birmingham was the first UK city to adopt an Urban Forest Master Plan. Connecting these spaces are 57 km of canals and 400 km of urban brook courses. In 2022 Birmingham adopted a City of Nature Plan, providing the basis for a 25-year nature recovery programme.

The planning and implementation of green infrastructure needs to aim for a measurable increase in variety through the creation, enhancement and connectivity of new and existing green infrastructure.

Policy CE9 Green and Blue Infrastructure and Nature Recovery Network

The City Council will maintain and expand Birmingham's green infrastructure network, which includes Birmingham's Urban Forest, using the Local Nature Recovery Strategy and City of Nature Plan to guide the expansion of the network.

Birmingham's tree and woodland resource (The Birmingham Urban Forest) will be conserved and enhanced. Particular attention will be given to protecting the city's ancient woodland, ancient and veteran trees as irreplaceable habitats. All trees, groups, areas and woodlands will be consistently and systematically evaluated for protection and all new development schemes must incorporate appropriate tree planting.

New developments will be required to protect the integrity of the green infrastructure network, they should also contribute to its enhancement and expansion. Any development proposal that would sever or significantly reduce a green infrastructure link or adversely affect its function as a wildlife corridor or stepping stone will not be permitted.

New developments must fully consider the multifunctional benefits that green infrastructure can deliver as part of site design and to contribute to wider place making. These benefits do not have to be mutually exclusive and include nature recovery and resilience; climate change mitigation; water management; addressing social inequalities; improving air quality, health and mental wellbeing and providing opportunities for recreation and community food growing.

Blue Infrastructure

The city's urban water infrastructure and habitats will be protected and enhanced. The Council will seek to maximise opportunities within development adjacent to rivers, watercourses and the canal network to improve and expand the green network surrounding them through the use of easements and naturalisation of channels and de-culverting. Applicants will also need to take into account the Biodiversity Net Gain requirements that are set out in Policy CE12 and Policy CE7 Flood Risk Management.

Delivery and Monitoring

At a site level, management and maintenance considerations must be included early in the design process in order to positively manage green and blue infrastructure to provide benefits into the future. Applicants will be required to demonstrate how the functionality and connectivity of existing and proposed green and blue infrastructure features will be retained, protected, enhanced and managed through the development's lifetime.

Major developments must incorporate a Green-Blue Infrastructure Plan as part of their planning applications. This should set out how the development will deliver local green infrastructure policies, proposals and development requirements. The green infrastructure associated with new developments should be managed, maintained and monitored for a minimum of 30 years.

Reasoned justification

Green-blue infrastructure is a network of multi-functional green and blue spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity (National Planning Policy Framework, 2021).

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

The city's urban water infrastructure network includes any waterbody (groundwater; watercourses and standing water); watercourse (river, brook, ditch, stream including culverted stretches; main river as designated by the Environment Agency; and ordinary watercourse.

The Government's 25 Year Environment Plan promotes the greening of our towns and cities and connections with the surrounding countryside as part of the Nature Recovery Network. Currently access to green and blue spaces varies considerably across the city. The City of Nature Plan supports and advocates the enhancement and better management of these assets to deliver a wider range of multi-functional benefits.

The Birmingham City of Nature Plan (February 2022) is a 25-year Plan which sets out the Council's aim for Birmingham to become recognised as a City of Nature. The Plan aims to improve the City's natural capital value and to enhance the many existing blue and green spaces across the city, whilst delivering environmental justice by improving equity of access. Carbon Offsetting and sequestration form part of this natural capital approach and are recognised alongside biodiversity in the Plan as being of importance when considering how to approach the enhancement of environmental value in Birmingham's parks. Opportunity areas are defined on the City of Nature's 25 Year Nature Recovery Vision Map. more Detailed work to identify specific habitat priorities in particular locations will be undertaken to align the work with the preparation of the Local Nature Recovery Strategy.

Our Future City: Central Birmingham Framework (2040) places nature at its heart and seeks to create nature-based solutions to support environmental, social and economic outcomes including improving citizen's health and well-being, reduced energy costs, improved drainage and water quality and removing pollutants from the atmosphere.

The West Midlands Combined Authority (WMCA) is progressing a Local Nature Recovery Strategy (LNRS) as required by the Environment Act 2021. This will identify and map priorities and opportunities for green and blue infrastructure improvements, biodiversity and nature recovery across Birmingham and the West Midlands.

At the site level, management and maintenance considerations for green-blue infrastructure must be included early in the design process. These will need to take account of the Biodiversity Net Gain requirements as set out in Policy CE11 Biodiversity Net Gain. All green-blue infrastructure improvements delivered through new developments will need to be managed, maintained and monitored for a minimum of 30 years.

Key Evidence

- A Green Future: Our 25 Year Plan to Improve the Environment (2018)
- Making Space for Nature: A review of England's Wildlife Sites and Ecological Network (2010)
- Birmingham City of Nature 25 Year Plan (February 2022)
- Birmingham Urban Forest Master Plan 2021-51 (2021)
- Birmingham Climate Risk and Vulnerability Assessment Mapping (Nov 2023).
- Our Future City Plan (June 2023)
- Emerging West Midlands Local Nature Recovery Strategy (LNRS)
- Natural England's Green Infrastructure Framework: Principles and Standards for England) February 2023.
- BCC Net Zero Plan - Supporting Evidence Report (Jacobs - September 2023)

Issues and options consultation responses

A summary of the main points raised is set out below:

- More street trees and general tree planting as part of sustainable housing growth and other development
- Build parks along canals and rivers to open them up more
- Partner with BIDs and others to deliver green infrastructure in all our centres including green roofs
- Strengthen flood risk policies to provide and retrofit more high-quality SUDs areas and de-culvert water courses
- Adopt a Local Nature Recovery Strategy. The production of the LNRS should be the primary source of information on the targeting and investment in Green Infrastructure.
- Ensure blue infrastructure is given weight
- Greening of local centres
- Need a target-based approach
- Mechanisms for the maintenance of GI in all sectors
- Further emphasis on blue-green infrastructure and corridors as they provide multiple benefits to areas including habitat creation, flood management provision, green space, cooling local temperatures, ecological function and amenity.
- Implement the City of Nature Plan with Infrastructure focussing on connectivity and linkage between sites. Different approaches might be needed for the City Centre areas.

Alternative policy options considered

- In response to some of the consultation responses relating to a target based approach, the Council has considered the specification of a green infrastructure target % to be delivered by site typology. However, it is considered that this approach would not allow for site specific and viability issues to be taken into account. Due to its more standardised approach it may not be as beneficial for the strategic nature of the green infrastructure network and the City of Nature Plan. This supports the Lawton Report principles which have informed the Government's 25 year Environment Plan to promote a more strategic approach to nature recovery.

CE10 Biodiversity and Geodiversity

Introduction

Birmingham's biodiversity and geodiversity are critical components of a high quality of life and contribute significantly to the quality of the environment within the city. Measures to enhance and connect the City's ecological assets and habitats are set out in the City of Nature Plan with its 25 Year vision for nature recovery and in the West Midlands Combined Authority Local Nature Recovery Strategy (LNRS). The Birmingham Nature Recovery Network mapping and visioning will feed into preparation of the LNRS to help expand and enhance the City's habitat network.

Policy CE10 Biodiversity and Geodiversity

Development proposals for sites that contain or are adjacent to sites of national or local importance for biodiversity and geodiversity, irreplaceable habitats, priority habitats and habitats supporting protected and priority species must safeguard the relevant ecological and geological features in line with the mitigation hierarchy and must deliver enhancements to the

ecological and geological features, taking account of the requirements of Policy CE9 and CE11. These include Sites of Special Scientific Interest (SSSIs); National Nature Reserves (NNRs); Local Nature Reserves (LNRs); Sites of Importance for Nature Conservation (SINCs); Sites of Local Importance for Nature Conservation (SLINCs); Irreplaceable Habitats including, ancient Woodland and ancient and veteran trees; Habitats and Species of Principal Importance (Section 41 of the Natural Environment Act 2006); habitats and species identified as priorities in the Local Nature Recovery Strategy produced by WMCA and legally protected species.

These designated sites and important habitats should be protected by appropriate buffers and, if necessary, barriers in order to prevent adverse impacts, including those resulting from recreational use. An appropriate buffer of a minimum of 15 metres around ancient woodland should be set.

All development must support the enhancement of Birmingham's natural environment and avoid fragmenting or severing connectivity between habitats. Proposals must have regard to strategic objectives for the maintenance, restoration and creation of ecological and geological assets, such as those identified in the City of Nature Plan and the West Midlands Combined Authority Local Nature Recovery Strategy.

Developments will not be permitted where they would result in the loss of or have negative impacts on irreplaceable habitats unless there are wholly exceptional circumstances. Where these are justified, losses must be kept to a minimum with an appropriate compensation strategy to be submitted and implemented before any works proceed.

New development proposals must demonstrate how they comply with the mitigation hierarchy as follows:

- i. Avoid harm to biodiversity and geodiversity, particularly where it is irreplaceable, and include consideration of alternative sites where appropriate.
- ii. Mitigation for any harm to biodiversity must be directed as close as possible to the source of the impact, ideally within the red line boundary in the first instance.
- iii. Compensating for any remaining harm to biodiversity within the City area.

All development proposals, including those that are exempt from mandatory Biodiversity Net Gain requirements, must provide biodiversity and geodiversity enhancement measures that are appropriate to the location, nature and scale of the development. All BNG exempt developments must incorporate ecological design features including biodiversity roofs and walls, water features, native trees, shrubs and wildflowers, and species-specific interventions such as integrated bat roost features, bird nest boxes for swifts and other target species, hedgehog highways in walls and fences and insect homes. Development proposals must clearly identify how the ongoing management of biodiversity and geodiversity enhancement measures will be secured, including combating invasive non-native species.

Reasoned Justification

The Environment Act 2021 strengthens the biodiversity duties and public authorities now have a duty to conserve and enhance biodiversity. The 25 Year Environment Plan includes commitments to restore priority habitats as part of a wider set of land management changes, recover important species of animals, plants and fungi and increase woodland cover to 12% in England by 2060.

Birmingham has a diverse range of biodiversity and geodiversity assets, including sites, habitats and species of national, regional and local importance. There are currently 2 Sites of Special Scientific Interest (SSSIs), 1 National Nature Reserve (NNR); 11 Local Nature Reserves (LNRs), 55 Sites of Importance for Nature Conservation (SINCs) and 121 Sites of Local Importance for Nature Conservation (SLINCs); these designated sites will be safeguarded on

the Policies Map. Designated sites of national, regional and local importance are also shown on the Policies Map and will be protected.

In line with guidance produced by Birmingham and Black Country Local Sites Partnership, the City Council will designate additional SINCs, SLINCs or LNRs where there is adequate supporting information and consequently sites may receive new or increased protection during the plan period.

The Habitats Regulation Assessment (HRA) confirms that there are no sites of European significance within Birmingham's administrative boundary although there are sites nearby - for example, the Cannock Chase and Cannock Extension Canal Special Areas of Conservation (SACs). The Council will continue to have regard to the need to protect these sites in considering major development proposals.

Potential Sites of Importance (PSIs) are sites that potentially contain areas of important semi-natural habitat, but currently fall outside the Local Site system. These potentially contribute to the overall cohesion and resilience of the wider ecological network by providing a buffer to/or steppingstone between other existing important areas. The city includes a wide range of other semi-natural green spaces of value to wildlife and which create a network of habitat resources that help to connect designated sites. River and stream corridors, canals and active and disused rail corridors, are important to linear landscape features; other areas of open space, including urban wasteland sites, woodlands, playing fields, churchyards, allotments and gardens, also contribute to the habitat network.

The NPPF requires policies to protect and enhance valued landscapes and sites of geological value (Paragraph 180a) and to protect and enhance geodiversity (Paragraph 185). Important elements of Birmingham's geodiversity can be found in designated nature conservation sites in the north, west and south-west of the city, including Sutton Park SSSI, Land at Queslett SINC, Rednall Hill SINC, Rubery Cutting and Leach Green Quarries SINC and LNR and Rubery Hill SINC. They are also present within flood plains and terraces of the Rivers Tame, Cole and Rea and their tributaries. Development proposals in these locations will be required to submit a geological survey and assessment to understand the potential impacts on the sites' geodiversity issue, in accordance with the Council's published Design Guidance.

A habitat is considered to be irreplaceable if it meets the definition in the NPPF (*) or is defined as such in the Local Nature Recovery Strategy.

Key Evidence

- National Planning Policy Framework (2023)
- City of Nature (February 2022)
- Local Nature Recovery Strategy
- Biodiversity Action Plan (BAP) (2010)
- Authority Monitoring Report (2021/22)
- Birmingham Design Guidance
- Climate Risks and Vulnerability Assessment (November 2023)

Alternative Policy Options Considered

No alternative approaches have been considered as this Policy reflects those requirements as set out in the National Planning Policy Framework (2021). The Policy focuses on safeguarding and enhancement of biodiversity, geodiversity and habitats, which is also required by the Environment Act 2021.

CE11 Biodiversity Net Gain

Introduction

The Environment Act 2021 sets out the framework for requiring development proposals to deliver a minimum 10% Biodiversity Net Gain (BNG). BNG gives value to all habitats and requires that losses are accounted and compensated for in a way which results in net gain. BNG will contribute to wider nature recovery strategies and can link biodiversity to other strategic objectives and to wider place shaping.

Policy CE11 Biodiversity Net Gain

New developments (unless exempt from mandatory Biodiversity Net Gain (BNG)) must provide a minimum of 10% BNG. The Council will use the Statutory Biodiversity Metric to establish the baseline biodiversity value and post development gains for biodiversity. All three separate modules of the Statutory Biodiversity Metric must be completed where the relevant habitats are present and development proposals must demonstrate a minimum of 10% BNG for all three Biodiversity Unit (BU) types.

New developments must deliver a specified proportion of their BNG requirement on site, unless there is robust evidence that it is not be feasible to do so.

On Site BNG Delivery

Applicants must be able to demonstrate that BNG and associated habitat features have been fully considered from the scheme's outset. An ecological consultant should input into the master planning and design process. Accompanying Design and Access Statements and Biodiversity Net Gain Reports must include reference to BNG and how this has been addressed within the scheme design. This will also be important in addressing the requirements as set out in the Council's Urban Greening Factor Policy (CE13) and Green Infrastructure requirements as set out in Policy CE9.

Off Site BNG Delivery

Any required residual number of biodiversity units to be delivered off site must be delivered in one of the following options (in decreasing order of preference). Applicants must provide robust ecological justification if they are not able to follow the hierarchy of preference as set out below:

1. Habitat creation, enhancement and landscaping on sites within the city boundary which are either owned by Birmingham City Council, or its identified partners, particularly those identified through the Local Nature Recovery Strategy (LNRS) and the City of Nature Plan.
2. Habitat creation, enhancement and landscaping on land registered within a private habitat bank within the Local Nature Recovery Strategy (LNRS) area or the West Midlands Natural Character Area
3. As a last resort, delivering landscape scale and strategic habitat creation delivering nature-based solutions through the Statutory Biodiversity Credit scheme.

Delivery and Monitoring

BNG will be secured through the use of Conditions, Section 106 and/or Conservation Covenants. These mechanisms will also be used to secure the ongoing management and monitoring over the required minimum 30-year period. A Habitat Management and Monitoring Plan will be the key document setting out how BNG will be delivered over the minimum 30 years and the associated monitoring regime. All biodiversity units delivered as part of the minimum 30-year period will be retained thereafter for the lifetime of the development.

Reasoned Justification

The Statutory Biodiversity Metric is the nationally recognised tool to measure biodiversity value on sites. The Council will use this to assess a development site's baseline biodiversity value and assess the resulting post-development biodiversity value to ensure that adequate BNG is achieved. Under Mandatory BNG, there is a requirement for 10% BNG to be delivered for all of the habitat modules (area habitats, hedgerow habitats and watercourse habitats) included in the Metric where these habitats are relevant to the development site.

The Environment Act (2021) requires that BNG is delivered for a minimum of 30 years and for any monitoring and reporting to be carried out for at least that length of time. To help assess and monitor the on-site delivery of BNG, applicants will be required to submit progress reports on the management and habitat monitoring through planning conditions and S106 Agreements. This will also apply to any off-site BNG delivery through a S106 agreement or Conservation Covenant. BNG Management Plans should continue for the lifetime of the development.

Biodiversity Unit gains should be delivered in a way that is consistent with the natural environment and green infrastructure policies within this Plan and other supporting strategies, so that measures are focussed on local priorities, achieve the best outcomes for biodiversity and deliver other ecosystems services benefits, such as climate adaptation and mitigation, public amenity, health and well-being. Any off-site provision will be informed by the Local Nature Recovery Strategy, the City of Nature Plan, the 25 Year Nature Recovery Vision Plan and the Strategic Flood Risk Assessment (SFRA).

LNRS & BCC's Habitat Bank – help target off site delivery and determine strategic significance across the city. (to be added in when further information on LNRS available)

The Council will produce a BNG Supplementary Planning Document, which will set out more detail on how on-site and off-site BNG will be delivered across the city.

Key Evidence

- DEFRA Statutory Biodiversity Metric Calculation Tool and User Guide
- Viability Assessment (Aspinall Verdi)
- Local Nature Recovery Strategy
- Strategic Flood Risk Assessment
- 25 Year Nature Recovery Vision Plan (Birmingham City of Nature Plan)

Issues and Options Consultation Responses

Approximately 30 responses were submitted on the Council's proposals relating to Biodiversity Net Gain. These were largely concerned with viability issues and the ability to take into account particular site characteristics. There are also concerns raised about

inadvertently encouraging the use of off-site BNG provision. Other important points raised included:

- Opinion was split as to whether we should explore higher than 10% net gain for all major developments. 46% said we should explore a higher percentage whereas 43% said that we shouldn't with the remaining 11% saying that this should only occur if viable.
- There was consensus (85%) that we should identify sites for off-site BNG in the local plan.
- Council should set ambitious targets (up to 50% suggested)
- Requiring 10% minimum goes against paragraph 57 of the NPPF and will reduce viability. Should let developers decide to go above 10% and not be a policy requirement
- Only for sites where biodiversity is negligible
- A flexible approach for the application of BNG should be used to ensure viability.
- >10% if gains are well managed / monitored and allow for off-site provision or provision through a credit system
- >10% will require robust evidence
- Additional sites should be allocated to provide off-site BNG as this may help especially smaller developers or small sites be delivered where onsite BNG is more difficult to be achieved but only as a last resort. However on-site BNG should still be prioritised. Such areas could be grouped together to form parks or habitat banks and tied into the Local Nature Recovery Network and together monitored by a live GIS-based solution.

Alternative Policy Options Considered

Many of the consultation responses have raised concerns in relation to the viability impacts of implementing a BNG requirement over the mandatory 10%. The Council has therefore considered not progressing a locally specific BNG requirements policy. Different levels of BNG requirements have been tested at the viability assessment stage for Local Plan policy impacts on delivering development.

One option may be to adopt a more flexible approach to BNG requirements across the City through progressing a typology based BNG policy based on particular site characteristics. For example, this may seek a higher % of BNG on brownfield sites.

A more flexible, open ended policy approach such as that being progressed through the South Worcestershire Development Plan could be progressed. However, this may not provide a robust policy position on the requirement for an increase on the mandatory BNG and could mean that developers find it easier not to contribute over mandatory levels in these circumstances.

CE12 Urban Greening Factor

Introduction

The Urban Greening Factor (UGF) is a tool which gives a weighting factor to the various types of surface cover such as green roofs and walls, rain gardens and flower rich/perennial

planting which are included in new planning proposals for sites. This is particularly appropriate to Birmingham city and its densely developed areas where the proportion of manmade surfaces is high. DEFRA's 'Greenness Grid' mapping shows that manmade surfaces make up more than 90% of groundcover in parts of central Birmingham.

Policy CE12 Urban greening

Major developments that comprise residential uses shall include urban greening sufficient to achieve a minimum urban greening factor score of 0.4.

Major developments that comprise mainly of Class E (commercial business and service uses) shall include urban greening sufficient to achieve a minimum urban greening factor score of 0.3.

Major developments that comprise largely B2, B8, F or sui generis uses shall include urban greening sufficient to achieve a minimum urban greening factor score of 0.3.

Planning applications for any of the above new developments must be supported by a calculation of the urban greening factor score of the proposed development using the established formula and values set out in the Natural England Urban Greening Factor Scoring Table.

The urban greening factor is calculated as follows:

- each surface cover type in the development is assigned the applicable urban greening factor using Natural England's National Standard Urban Greening Factor Scoring Table.;
- the area of each surface cover type in square metres is measured;
- the factor score is multiplied by the area of the corresponding surface cover type;
- the scores for each surface type are added together; then
- the combined score is divided by the total site area in square metres to determine the development's UGF score.

Applicants are required to submit details of maintenance and operational management for the upkeep of green walls and green roofs alongside the scheme specific UGF score.

Natural England's National Standard Urban Green Factor Scoring Table.

| Surface Cover Type | General Description | Factor |
|---|--|--------|
| Semi-natural vegetation and wetlands retained on site (including existing / mature trees) | Protection and enhancement of existing vegetation within the development site including mature trees and habitats. | 1.0 |
| Semi-natural vegetation established on site | New areas of vegetation and species-rich habitats within the development site that are connected to sub-soils at ground level. | 1.0 |
| Standard / semi-mature trees (planted in connected tree pits) | Tree planting established within engineered and interconnected systems with structural soils of sufficient volume to maintain tree health at maturity. | 0.9 |
| Native hedgerow planting (using mixed native species) | Dense linear planting of mixed native hedgerow species, at least 800mm wide and planted two or more plants wide. | 0.8 |

| | | |
|---|--|-----|
| Standard / semi-mature trees (planted in individual tree pits) | Tree planting established within separate designed tree pits with structural soils of sufficient volume to maintain tree health at maturity. | 0.7 |
| Food growing, orchards and allotments | Areas and facilities provided for local allotment and community-based food growing including formal orchards with fruit trees. | 0.7 |
| Flower rich perennial and herbaceous planting | New areas of mixed native and ornamental herbaceous and perennial plant species to support seasonal cycles of pollinating insects. | 0.7 |
| Single Species or mixed hedge planting (including linear planting of mature shrubs) | Dense linear planting of native or ornamental shrub and hedgerow species, closely spaced with one or more plants wide. In a suitable planting volume | 0.6 |
| Amenity shrub and ground cover planting | Areas of formal and informal non-native shrub and ground cover planting connected to sub-soils at ground level or in planters. | 0.5 |
| Amenity grasslands including formal lawns | Areas of short-mown grass and lawn used for active sports or informal recreation that is regularly cut and generally species-poor. | 0.4 |
| Green Roofs and Walls | | |
| Intensive green roof (meets the Green Roof Organisation / GRO Code) | High maintenance accessible green roof with planting and a depth of growing substrate with a minimum settled depth of 150mm. | 0.8 |
| Extensive biodiverse green roof (meets the GRO Code, may include Biosolar) | Green roof with species-rich planting, with limited access, may include photovoltaics, the depth of growing substrate is 100 - 150mm. | 0.7 |
| Extensive green roof (meets GRO Code) | Low maintenance green roof, limited species mix in planting and with no access, the depth of growing substrate is 80 - 150mm | 0.5 |
| Extensive sedum only green roof (does not meet the GRO Code) | Low maintenance sedum green roof, no access, combined depth of growing substrate, including sedum blanket, is less than 80mm. | 0.3 |
| Green facades and modular living walls (rooted in soil or with irrigation) | Vegetated walls with climbing plants rooted in soil supported by cables OR modular planted systems with growing substrate and irrigation. | 0.5 |
| SuDs and Water Features | | |
| Wetlands and semi-natural open water | Areas of semi-natural wetland habitat with open water for at least six months per year contributing to surface water management. | 1.0 |
| Rain gardens and vegetated attenuation basins | Bio-retention drainage features including vegetated rain gardens and attenuation basins that also provide biodiversity benefit. | 0.7 |
| Open swales and unplanted detention basins | Sustainable drainage systems to convey and temporarily hold surface water in detention basins with minimal vegetation cover. | 0.5 |
| Water features (unplanted and chlorinated) | Ornamental and generally chemically treated water features providing amenity value but with minimal biodiversity and habitat benefit. | 0.2 |
| Paved Surfaces | | |
| Open aggregate and granular paving | Porous paving using gravels, sands and small stones as well as recycled materials that allow water to infiltrate across the entire surface. | 0.2 |

| | | |
|--|--|-----|
| Partially sealed and semi-permeable paving | Semi-permeable paving using precast units and filtration strips that allow water to drain through defined joints and voids in the surface. | 0.1 |
| Sealed paving (including concrete and asphalt) | Impervious paving constructed of concrete, asphalt or sealed paving units that do not allow water to percolate through the surface. | 0 |

Reasoned justification

Within Birmingham's high-density areas, opportunities for the creation of significant new greenspaces are rare and so the incremental greening delivered through the UGF approach is particularly valuable.

The Urban Greening Factor (UGF) tool allocates a factor to various types of surface cover included in planning proposals. The factors are a simplified measure of the various benefits provided by soils, vegetation and water and are usually assigned on the basis of potential for rainwater infiltration. The water holding capacity of surface cover and associated soil is an indicator of their naturalness and their ability to provide the range of benefits in relation to health, climate change adaptation, air quality improvement and biodiversity.

Natural England has developed an Urban Greening Factor for England, as one of a suite of five headline Green Infrastructure Standards within its Green Infrastructure Framework. This provides a concise set of UGF target scores and surface cover types. Its purpose is to increase green cover. This is intended to bring multiple benefits including to biodiversity, the quality of the built environment, air quality, surface water drainage and in reducing the urban heat island effect.

The policy replicates the UGF approach for England and applies the same weighted scores for surface cover types as those within the national model. There are two main components of the UGF: 1) target factor score that sets a minimum proportion or percentage of greening for a particular site, area or land use and 2) a schedule of surface cover types and associated factor weightings that are used to calculate the score.

There are considerable synergies between this policy and the plan policies on biodiversity and green infrastructure. Areas of green infrastructure delivered on site that contributes to achieving the target UGF score can also deliver biodiversity net gain. As for other cities, it is appropriate to set a higher target UGF score for residential development because of the multiple benefits to health of greener living environments.

Key Evidence

- Urban Greening Factor for England - Development and Technical Analysis (Green Infrastructure Framework - Principles and Standards for England (January 2023 - Natural England)
- Birmingham City of Nature Plan (February 2022)
- Our Future City Plan (June 2023)
- Climate Risk and Vulnerability Mapping (Birmingham City Council)

Issues and Options Consultation Responses

The main points raised were as follows:

- 71% of those that responded to the issue, agreed that an Urban Greening Factor should be introduced in the local plan with the remainder disagreeing (20%) or suggesting that it should have regard to the viability of developments (9%).

- An Urban Greening Factor should be introduced. Caveats suggested:
 - on a site-by-site basis
 - only if justified
 - only if schemes such as older people’s housing are exempt,
 - if more investment for maintenance of green infrastructure is provided
 - if a target figure or scoring mechanism is provided
 - combined with BNG requirements
- Some suggested an Urban Greening Factor would be unviable, instead a policy that allows a more local and site-specific approach while still aiming for urban greening is more appropriate.
- Experience from the Greater London Authorities is showing that schemes which meet UGF scores and provide high quality greening, generally are meeting BNG targets, but this should be viewed against the largely low baseline of many of the suburban areas of Birmingham that are previously undeveloped.

Alternative Policy Options Considered

- The City Council has considered applying the different UGF scores for different areas of the city based on a neighbourhood/ward approach rather than a uniform approach. However, the Climate Change and Vulnerability Mapping evidence has demonstrated that vulnerability to climate change impacts exists on a city-wide basis and therefore it is considered appropriate to apply a uniform approach across the whole area.

CE13 Open Space

Introduction

Birmingham has a wide range of open spaces that provide important recreational, health and wellbeing benefits to the city's residents and visitors. They are also valuable for wildlife, improve air and water quality and help to mitigate the effects of climate change. This policy seeks to protect, maintain and enhance the quality of the open space network so that residents have easy access to good quality open space.

Policy CE13 Open space

1. Planning permission will not be granted for development of open space for other uses unless:

a. the site is demonstrated by an up-to-date assessment to be surplus to requirements in that:

- following the development of the site, the level of public open space in the ward will continue both to exceed the minimum quantity standard set out in Appendix 2 for that typology of open space and to exceed the 2.75 hectares per 1000 persons standard for the overall level of public open space in the ward; and
- it is not practicable for the open space to be repurposed to make up a shortfall of another typology (as set out in Appendix 2) of open space in the ward; and
- following development of the open space, residents in the vicinity will retain access to alternative open space of adequate quality of the same typology as that which is being lost within the relevant access standard set out in Appendix 2; OR

b. The lost site will be replaced by a similar open space which will be of at least equivalent accessibility, quality and size; OR

c. The open space is underused because it has inherent problems such as poor site surveillance, physical quality or layout, which cannot be viably addressed for technical or financial reasons, and the proposal would result in the loss of a small part of the open space but deliver significant improvements to the quality and recreational value of the remaining area; OR

d. The development is for alternative sport or recreational provision, the benefits of which clearly outweigh the loss; OR

e. The site is a small informal green space or natural green space of less than 0.15ha in area and has limited public recreational function; AND

f. There are no overriding non-recreational reasons that indicate that retention of the open space is in the public interest, for example its biodiversity; contribution to visual amenity, landscape or townscape character or the setting of heritage assets; its role in the wider green infrastructure network; or impact on climate risk and vulnerability.

2. New residential developments that are major development shall provide public open space on-site and/or make financial contributions to off-site public open space provision or improvements and, where applicable, maintenance in accordance with the standards and requirements set out in Appendix 2. Public open space (with the exception of allotments) must be fully publicly accessible and remain so in perpetuity.

Reasoned justification

Open spaces include a wide range of spaces, not just parks and gardens, grassed areas and woods but also cemeteries, allotments, natural habitats, and playgrounds. Open space is defined in the glossary of the NPPF as “all open space of public value including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.”

The NPPF requires existing open spaces to be protected and emphasises the importance of access to a high-quality network of open spaces, highlighting the health and well-being, climate change and wider benefits for nature such spaces bring. It requires planning policies to be based on robust and up-to-date assessment of the need for open space, both in terms of quantitative and qualitative factors.

Open space is a valuable resource which brings multi-functional benefits in supporting recreation, tourism, economic development, health, biodiversity, and climate change mitigation and adaptation. It may also be of importance to the setting of heritage assets, to visual amenity and to landscape or townscape character.

The policy protects open space of public value except in specified circumstances. The policy also seeks to deliver new public open space and enhancement to existing public open space to support the needs of the city’s growing population.

The revised standards in the policy are informed by the Birmingham Open Space Assessment 2022.

In the fourth bullet point of paragraph a. of the policy, the Council will consider whether or not a site is of “high quality” by reference to the following attributes, as detailed in the

Open Space Assessment: (1) welcoming (2) good and safe access (3) appropriate signage and information (4) appropriate provision of facilities (5) play value (6) personal security (7) dog fouling (8) litter and waste management (9) Maintenance of soft landscaping/grounds maintenance (10) Building, infrastructure and equipment maintenance (11) biodiversity (12) Landscape, heritage and sense of place (13) climate change adaptation. A more detailed and up-to-date assessment of a site's quality than that undertaken for the Open Space Assessment may be required at the planning application stage.

Public open spaces shall be fully publicly accessible in perpetuity. This means they should be free to use, open, provide the highest level of public access and not subject to restrictions on use. Any rules and restrictions on use should be limited to those essential to the safe management of the space.

The policy requirements in relation to public open space are separate to the requirements for Biodiversity Net Gain (Policy CE11) and Urban Greening (Policy CE12). It should be noted that the costs associated with each will be different and contributions will be calculated separately.

Key evidence

- The Birmingham Open Space Assessment (April 2022)
- The Birmingham Playing Pitch Assessment Strategy (October 2023)

Issues and Options Consultation responses

The following points were raised by consultees during the Issues Options consultation:

- 71% of those that responded to the issue, agreed with the proposed new open space standards suggested.
- Improve access by identifying derelict / brownfield sites near built-up areas with good walking routes that could be 're-greened'.
- regenerate canals and river access,
- 15-minute neighbourhoods,
- more open spaces/squares within urban areas, more playgrounds,
- improve cycling access and safety,
- improve bad open spaces and not build on them,
- increase investment and have a community-led approach
- Should be pushing for higher standards
- Difficult to apply to inner-city, high-density sites
- Increase protection of allotments and playing pitches
- Differentiation of open space types is helpful but is less flexible
- Potentially create multifunctional green spaces for flood mitigation/protection

Alternative policy options considered

Open space is crucial in providing recreational, health, biodiversity and climate mitigation measures in a highly urbanised City such as Birmingham. As such, the NPPF stipulates that existing open spaces are to be protected and emphasises the importance of access to a high-quality network of open spaces. It is therefore not an option to have no policy on Open Space, the same existing BDP policy or a policy with a reduced standard as this would not provide the required protection and lead to a rapid reduction of open space across the city.

An option to include higher open space standards was also suggested amongst the consultation responses received. Although this was considered, a balance is needed between development requirements to provide sufficient housing or employment opportunities to meet the city's needs and the benefits of providing more open space. Incorporating open space, trees and natural greenspace within development opportunities will also provide the benefits that open spaces bring whilst maintaining the city's growth requirements.

CE14 Playing pitches and sports facilities

Introduction

Birmingham has a wide range of sports facilities and playing pitches which meet a variety of recreational sporting needs. Participation in sport has physical and mental health benefits and promotes community cohesion and the City Council's approach is to ensure facilities are protected where appropriate and reflect the needs of communities and sports teams. The policy focuses on sports facilities that are used directly by members of the public including both indoor and outdoor sports facilities and playing pitches.

Policy CE14 Playing pitches and sports facilities

All existing playing pitches and sports facilities in Birmingham shall be protected and only considered for redevelopment under the following circumstances:

- the development proposal is supported by a carefully quantified and documented assessment of current and future needs which demonstrates that there is an excess of playing field/sports facility provision in the catchment and has no special significance to the interests of sport, based on evidence within the latest Playing Pitch and Outdoor Sports Strategy (PPOSS) for the city.
- the proposed development is for ancillary facilities supporting the principal use of the site as a playing field/sports facility and does not affect the quantity and quality of playing pitches/sports facilities at that location or otherwise adversely affect their use.
- the proposed development affects only land incapable of forming part of a playing pitch/sports facility and does not:
 - i. reduce the size of any playing pitch;
 - ii. result in the inability to use any playing pitch (including the maintenance of adequate safety margins and run-off areas);
 - iii. reduce the sporting capacity of the playing field to accommodate playing pitches or the capability to rotate or reposition playing pitches to maintain quality;
 - iv. result in the loss of other sporting provision or ancillary facilities on the site;
 - v. prejudice the use of any remaining areas of playing field on the site
- the playing field or fields to be lost as a result of the proposed development would be replaced, prior to the commencement of development, by a new playing field site or sites:
 - i. of equivalent or better quality and
 - ii. of equivalent or greater quantity;
 - iii. in a suitable location and;

- iv. subject to equivalent or better management arrangements
- the proposed development is for an indoor or outdoor facility for sport, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss, or prejudice of use, of the area of the playing field/sports facility

For new major residential developments, where an assessment has demonstrated that it will place additional demands on any type of sport facilities (determined and informed through Sport England's Playing Pitch Calculator and the latest PPOSS), a contribution towards sports facilities and playing pitches will be secured through a S106 agreement, or equivalent. Any such agreement must also include contributions to cover appropriate maintenance payments for a substantial period into the future to be agreed by the Council in conjunction with Sport England.

Where possible, options should be explored to allow community access and use of the City's educational establishments, in order to reduce shortfalls in provision of playing pitches and sports facilities. Where new schools or colleges are provided, these should be designed to facilitate community access where possible in partnership with Sport England and relevant national governing bodies for sport.

Provision of new community facilities for sport should be located in easily accessible sites, with safe pedestrian and cycle access as well as being close to local public transport routes.

Facilities for participation sport which attract large numbers of visitors and incorporate elements of entertainment, retail or leisure uses which operate for many hours of the day should be located in highly accessible locations, preferably in or adjacent to one of the network of centres identified in Policy EC4.

Reasoned Justification

The Playing Pitch and Outdoor Sports Strategy (PPOSS) completed in 2023 by Knight Kavanagh Page (KKP) informs the policy approach for these uses. The PPOSS shows that all existing playing field and outdoor sport sites cannot be deemed surplus to requirements because of identified shortfalls in Birmingham, both now and in the future, based on current and projected population levels within the city. As such, all provision requires protection or appropriate mitigation until all identified shortfalls within the city have been overcome. This includes underused and poor quality sites as well as sites taken out of use, as there would be a requirement for such sites to help meet and alleviate the identified shortfalls when brought back into use or following improvements.

When shortfalls are evident, provision can only be permanently lost if the current situation has improved to such a degree that the site in question is no longer needed (because shortfalls no longer exist within a catchment area, or unless appropriate mitigation is provided and agreed upon by all stakeholders, in line with national planning policy). Such mitigation is referred to in paragraph 99 of the National Planning Policy Framework with further clarification and detail provided within the exceptions set out in draft Policy CE15 above.

All applications should be assessed on a case-by-case basis taking into account site specific factors. In addition, Sport England is a statutory consultee on planning applications that affect or prejudice the use of playing field provision and will also assess such proposals against its Playing Fields Policy.

A large number of sporting facilities are located on education sites and making these available to sports clubs and the community can offer significant benefits to both the venues and local clubs, as well helping to reduce identified shortfalls. As a priority, community use

options should therefore be explored at large education sites offering several pitches or where new schools are provided.

New residential developments will place additional demand on all types of sport facilities. The PPOSS alongside Sport England's Playing Pitch Calculator should be used to help determine the likely impact of a new development (or group of developments) on demand and the capacity of existing sites in the area, and whether there is a need for developer contributions towards improvements to increase the capacity of existing provision, or for new provision if required (or a combination of both). This can be achieved through a Section 106 agreement or equivalent including appropriate maintenance payments for a substantial period into the future.

Birmingham also has a wide range of indoor sporting facilities ranging from small community sports halls and clubs through to larger leisure centres and swimming pools. A separate assessment of indoor sports facilities in the city is carried out and regularly kept under review by the Council's Sports Strategy Team. This will inform the policy approach for indoor sports in conjunction with Sport England and the national governing bodies of sports and other agencies, to protect and improve sport and physical activity provision across the City.

Key Evidence

- Birmingham Playing Pitch and Outdoor Sports Strategy (October 2023)

Issues and Options consultation responses

The following points were raised by consultees during the Issues and Options consultation:

- A needs-based approach supported by evidence should be used for the playing pitch strategy. Demand can be estimated using Sport England's Playing Pitch Calculator.
- Potentially create multifunctional green spaces for flood mitigation/protection
- Increase protection of allotments and playing pitches
- Difficult to apply to inner-city, high-density sites
- Should be pushing for higher standards
- Improve access by identifying derelict / brownfield sites near built-up areas with good walking routes that could be 're-greened',
- Have a community-led approach to supply and improvements

Alternative policy options considered

As with open space, playing pitches and sports facilities play a crucial role in providing recreational benefits as well as significant physical and mental health benefits. The Playing Pitch and Outdoor Sports Strategy (PPOSS), carried out to provide evidence for this policy, highlights the fact that there is a shortage of such facilities right across the City and requires a robust policy approach to ensure that no further loss of such facilities is experienced in the future. A policy that weakens the ability to protect such facilities is therefore not considered as a viable alternative option.

More onerous policy options with ambitions to significantly increase the supply of playing pitch and outdoor facilities, have also been ruled out. The approach taken therefore recognises the need to balance development needs against competing land use demands in meeting the city's challenging requirements for housing and employment opportunities as well as the possible effects on the viability of development.

CE15 Green Belt

Introduction

Birmingham's Green Belt forms a small part of the much wider West Midlands Green Belt which surrounds the West Midlands conurbation and Coventry. The National Planning Policy Framework makes it clear that established Green Belt boundaries should be altered only in exceptional circumstances and can only be altered through the Local Plan Review process.

Policy CE15 Green Belt

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

The Green Belt in Birmingham includes a number of areas of countryside which extend into the city, often along river valleys. Such areas are particularly important because of the valuable links which they provide to the open countryside, their visual quality and their accessibility. The following areas form part of the Green Belt, the detailed boundaries of which are shown on the Policies Map:

- Hill Hock
- Moor Hall
- Sutton Park
- New Hall Valley
- Sandwell Valley/Tame Valley
- Castle Bromwich
- Cole Valley
- Westley Brook
- Woodgate Valley
- Bartley Reservoir

Measures to improve the quality of these Green Belt areas and public access to them will be supported. Outdoor sport and recreational facilities will also be supported, provided that their provision preserves the openness of the Green Belt and does not conflict with the purposes of including land within it.

Reasoned Justification

The five purposes of the Green Belt are enshrined in the National Planning Policy Framework. These are 1) to check the unrestricted sprawl of large built-up areas; 2) to prevent neighbouring towns from merging into one another; 3) to assist in safeguarding the countryside from encroachment; 4) to preserve the setting and special character of historic towns and 5) to assist in urban regeneration by encouraging the recycling of derelict and other urban land. The Green Belt policy assists with urban regeneration by encouraging new investment away from greenfield sites.

Birmingham's Green Belt was last reviewed through the Birmingham Development Plan (2031). There were exceptional circumstances demonstrated to justify alterations to the Green Belt boundary in order to allocate a Sustainable Urban Extension at Langley, land for housing at the former Yardley Sewage works and a large employment site at Peddimore.

The current extent of the Green Belt within the city will continue to be protected for the long term and opportunities which enhance the Green Belt, particularly in terms of public accessibility, will be supported.

Key Evidence

- Landscape and Visual Character Assessment (Arup)
- Ecological Constraints and Opportunities within Birmingham's Green Belt (URS)
- Archaeology and Historic Environment Assessment (BCC)

Issues and Options Consultation Responses

The following points were raised by consultees:

- Development in the Green Belt should be a last resort, but the Green Belt should be reviewed strategically to alleviate pressure on surrounding local authority areas.
- Small Green Belt releases should be considered rather than one large site.
- Release Green Belt land to increase the viability of affordable housing provision.

Alternative Policy Options Considered

- Undertake a review of the Green Belt Boundary to ascertain whether it continues to be fit for purpose. This option is considered further through a background paper produced by the Council.

CE16 Historic Environment

Introduction

Birmingham's historic environment consists of a rich and varied range of designated and non-designated heritage assets that chart the evolution of the city that we see today. These heritage assets include archaeological remains, historic buildings, places and landscapes that contribute to the distinctive essence of the city, identifying it as a place with its own special character and history. In addition to its intrinsic importance, the historic environment is a finite and non-renewable resource, and its protection is therefore an essential element in ensuring a sustainable future. The reuse of historic buildings contributes to the city's net zero objectives by retaining their embodied carbon and reducing the use of energy and materials needed for new builds.

The historic environment contributes to local distinctiveness and provides a sense of place. Reinforcing and revealing the historic environment by incorporating it provides a context for new development and inspires innovative design which respects existing local character and distinctiveness. The historic environment is not just important for its own sake, it adds value to regeneration, improves quality of life and has been a major draw in attracting people and businesses to the city, acting as a stimulus for economic growth. It is also a source of significant local pride, contributing to local identity and acting as a valuable educational resource.

Policy CE16 Historic Environment

Birmingham's heritage assets will be valued, protected, enhanced and managed for their contribution to character, local distinctiveness, knowledge and sustainability. Development will be expected to conserve or enhance heritage assets in a manner appropriate to their significance. Great weight will be given to the conservation of the city's heritage assets. Proposals for new development affecting a designated or non-designated heritage asset, or its setting, will be determined in accordance with national and local policy.

Historic identity of Birmingham

All proposals should aim to preserve and where appropriate enhance the significant elements that contribute to the distinct historic identity of Birmingham. These significant elements include:

- Archaeological remains and historic landscapes from the prehistoric period to the industrial age.
- Surviving pre-industrial settlements and landscapes that have been subsumed by the expansion of the city such as Sutton Coldfield, Kings Norton, Yardley, Aston, Moseley, Edgbaston, Handsworth, Harborne and others.
- The surviving buildings, structures and buried archaeological remains of Birmingham as a pioneering industrial centre of international importance.
- The public buildings of late 19th and early 20th century Civic Birmingham including schools, libraries, universities, courts, police stations, fire stations, post offices, Council offices, waterworks, cemeteries, health and welfare institutions,
- Transport infrastructure including the canal network, railways, tramways, highways and their associated structures.
- Sites of power and energy production including watermills, steam engines, gasworks and electricity infrastructure.
- Birmingham's 19th and early 20th century suburbs, garden villages, purpose-built housing for factory workers and early, innovative social housing schemes.
- Parks, gardens, cemeteries, and public open spaces.
- Sporting venues including swimming pools, sports grounds and their pavilions, gymnasiums illustrating the City's role as a cradle of modern sport.
- The inter-war period suburbs with their parades of shops, large roadhouse public houses and cinemas.
- Commerce - The elaborate commercial architecture of the later 19th and early 20th century city centre and suburbs often displaying extensive use of terracotta; premises for shops, banks, insurance companies, hotels, public houses.
- The significant elements of Birmingham's post-war redevelopment; modernist commercial buildings, educational buildings, public spaces, transport infrastructure and public art.
- Places of worship reflecting the diversity of worship in the city.
- Memorials and Civic monuments commemorating events and significant persons of 19th and early 20th century Birmingham.
- Buildings and places telling the stories of the cycles of immigration into Birmingham and the communities they created.

- The homes, workplaces, and performance venues of significant historical figures from the arts, sport, politics, science, and industry.

Heritage assets

All development proposals affecting the significance of heritage assets, or their settings will need to demonstrate how they contribute to their conservation and how any adverse impact has been minimalised in an accompanying heritage assessment. Information generated by the development process such as archaeological reports and historic building recording reports will be submitted to the Birmingham Historic Environment Record to ensure it is the definitive, dynamic source of information on the city's historic environment.

Proposals that would result in substantial harm or total loss of a heritage asset would not be supported unless it can be demonstrated that it is necessary to achieve substantial public benefits or meet the relevant tests outlined in national policy.

Conservation Areas

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

Development proposals in conservation areas will be supported where they preserve or enhance the character and appearance of the area by respecting and reinforcing the established, positive characteristics of the area in terms of design, location, layout, nature, height, density, form, scale, materials and detailing. Development proposals should also protect the setting of the area including views in to and out of the area. The loss of buildings, trees, important open spaces or other important landscape features, or key views and vistas that make a positive contribution to character and appearance will not be supported.

Development proposals involving demolition in a conservation area, including façade retention schemes, will only be supported if the building or structure does not make a positive contribution to the character and appearance of the area, and if the proposed replacement scheme will enhance the area. The existing building shall not be demolished until a contract for the replacement building has been made to avoid creating empty spaces. This will be secured by a legal agreement.

Scheduled monuments

Development that would result in harm to the significance of a scheduled monument or other nationally important archaeological assets of equivalent significance to a scheduled monument, including their setting, will not be supported.

Archaeological assets

Applications for development on sites of archaeological potential must be accompanied by an initial archaeological desk-based assessment. Where the desk-based assessment concludes that significant archaeological remains are present and may be impacted upon by the development, an archaeological field evaluation will be required. The evaluation should define the character, condition and importance of the archaeological deposits.

Where significant archaeological remains are found to exist, the Council will seek to ensure their preservation in-situ as a preferred solution. Where preservation in-situ is not justifiable the developer will be required to make adequate provision for the investigation of the site including excavation and recording of the deposits followed by post-excavation analysis,

reporting and publication of the findings and archiving. The Council will seek to identify opportunities for incorporating archaeological remains into the design of new developments to reinforce local character and identity and to increase public awareness and understanding of the city's archaeological remains through publications, displays and interpretive designs.

Carbon reduction and whole life cycle of buildings

The Council will support the retention and reuse of historic buildings as opposed to their demolition and replacement as part of their approach to reducing the city's carbon emissions under CE4 Whole Life Cycle Carbon and CE5 Retrofitting Existing Buildings. Measures for improving energy efficiency of historic buildings and the installation of microgeneration equipment to reduce carbon emissions will be supported where they do not cause harm to their significance.

Heritage assets at risk

Where heritage assets are deemed to be seriously at risk of being lost the Council will use its statutory powers to preserve them. Developments affecting heritage assets deemed to be at risk by national and local registers will be supported where the proposals constitute the optimum viable use, consistent with the conservation of the heritage asset. Where a proposed development would conflict with other plan policies to secure the conservation of the asset, the council will consider whether the benefits of the conservation would outweigh any harm caused from departing from other policies. The extent of any enabling development should be no greater than necessary to make the conservation of the asset viable.

Reasoned Justification

Birmingham's historic environment is exceptionally rich and diverse for a predominantly urban area. The city's post-war commercial architecture, town planning, public spaces and public art are also significant parts of its character. Birmingham grew from a modest market town into one of the greatest centres for innovation and manufacturing in the world, 'the city of a thousand trades'. The grand civic architecture of the 19th century is still apparent in the city centre in areas like Colmore Row and Corporation Street whilst the City's industrial heritage survives in suburbs such as the Jewellery Quarter, Digbeth and along the canal and railway networks. Many historic public buildings such as schools and libraries still serve their intended purpose along with public parks and gardens like Cannon Hill Park that were provided for recreation. The suburbs of the city such as Edgbaston contain fine stucco rendered classical townhouses and villas whilst later suburban developments like Four Oaks and Moseley have houses designed in the arts and crafts style for which the city is famed. Pioneering town planning can be seen in the garden villages of Bournville and Moor Pool while estates of purpose-built workers housing can be found at Austin Village in Longbridge. Elements of the earlier pre-industrial landscape can still be appreciated in the medieval village centres of Harborne and Yardley whilst remnants of rural Arden landscapes survive in green open spaces, woods and in the farmland on the City's fringes. The City's post-war commercial architecture such as the Rotunda, town planning, public spaces and public art are also significant elements of Birmingham's character. The Historic Environment SPD provides further information on Birmingham's history and the significant elements of its historic environment.

Birmingham's heritage assets range from prehistoric burial mounds to Brutalist concrete buildings from the 1960s. The city has over 1800 listed buildings, 14 scheduled monuments, 15 registered historic parks and gardens, 29 conservation areas, over 400 locally listed buildings and over 3000 archaeological sites, places and buildings are recorded on the City's

Historic Environment Record. The list is in no way comprehensive and many more potential heritage assets remain to be identified.

Birmingham's historic environment consists of archaeological remains, historic buildings, places and landscapes. Designated heritage assets include:

- scheduled monuments,
- listed buildings,
- registered parks and gardens
- conservation areas

Non-designated heritage assets include:

- assets included on the Birmingham local heritage list.
- assets positively identified by the Historic Environment Record,
- assets identified during development management work.

The Council will work with Historic England and the amenity societies to identify further significant heritage assets for inclusion on the National Heritage List for England. The City Council will also continue to maintain a list of non-designated heritage assets which it considers to be of significance to Birmingham, it will include sites of archaeological interest; buildings and structures; places and landscapes. Potential additions to the list will be assessed against a robust criterion in a formal designation process as prescribed in the Historic Environment SPD.

The Council will work to identify designated and non-designated heritage assets that are at risk from serious deterioration by contributing to Historic England's heritage at risk register and by to maintaining an 'at risk register' for the City's Grade II and locally listed assets. The Council will use its statutory powers, including compulsory purchase when appropriate, to preserve heritage assets that are identified as being at risk. Where appropriate and feasible, opportunities will be sought to bring heritage assets, as identified in Historic England's Heritage at Risk Register and by the City Council itself, into sustainable economic use that retains their significance.

The Council will take appropriate enforcement action where harmful works are carried out to heritage assets without consent or where developers have departed from the approved plans. The Council will also serve a Building Preservation Notice where a non-designated heritage asset, that is felt to be worthy of listing, is threatened with demolition or extensive harmful alteration. Where a non-designated heritage asset is located outside the boundary of a conservation area, the Council may remove the permitted development rights that could potentially harm their significance by making an Article 4 Direction.

The City Council will review or prepare character assessments and management plans for conservation areas and other areas of local significance to supplement existing policies for protection and enhancement. The Council will make additional Article 4 directions to remove permitted development rights where they are felt to be eroding the special interest of areas and causing harm. The Council will consider the designation of new conservations areas in locations that are felt to be of special interest.

The Historic Environment Record will be maintained and developed to include all aspects of the City's historic environment so that it is a tool for decision-making and policy formation. Historic Landscape Characterisation will be used to inform and understand the contribution of the historic environment to the City's character and identity. The City Council will ensure that the historic environment is included within all future AAP, SPDs, Neighbourhood Plans,

development briefs and other non-statutory area-based planning documents, and Local Development Orders, to ensure that significance is conserved and its positive contribution to character is recognised.

Issues and Options consultation responses

- Consult the Birmingham Civic Society Planning Committee in policy/scheme making.
- Support habitat link and resident health Prioritise active travel movement Respect local character and heritage assets in the city.
- Consider impacts of new developments to existing buildings/communities/businesses.
- Natural and historic environments can often link together to offer greater potential for enhancement of our places.
- Heritage is key to the emerging BLP and can be intrinsically linked to all the identified opportunities.
- Historic England would be seeking an approach which considers any harm to the significance of heritage assets, or their setting, and including unknown buried archaeology in line with NPPF requirements.
- Require building for Healthy Life Assessments as part of local validation requirements.
- Ensure that the historic environment is properly considered in identifying opportunity areas, in line with Historic England's advice note.

Key evidence

- National Planning Policy Framework (December 2023)
- Historic England Good Practice Advice Notes (GPAs) and Historic England Advice Notes (HEANs)
- Birmingham Historic Environment Record (HER)
- Birmingham Historic Landscape Characterisation mapping and documents

Alternative policy options considered

Having no policy on the historic environment would result in an erosion on the protection and improvement of all heritage assets. It would also result in a reactive approach to planning applications and proposals involving historic assets which could result in inconsistent decisions and risk harming such assets as part of the City's cultural and historic offer. Lack of an effective local policy means that there would be a reliance on national policy only which would mean that opportunities to protect and enhance locally important heritage assets would be lost. The proposed policy therefore reflects and adds to the national policy position adding a local perspective and reflecting the Council's objectives for the sustainable development, management, and preservation of Birmingham's historic environment and assets.

CE17 The Canal Network

Introduction

Birmingham lies at the heart of England's canal network and has one of the extensive system of canals in the world. Birmingham's canals provide the city with a historic transport network that since the late 1980's has seen increased use for leisure and recreation and also as a setting for residential development, notably in the city centre. The canals link into the wider green-blue infrastructure network, providing habitats and corridors for wildlife and biodiversity. They provide sustainable alternative routes for pedestrians and cyclists and play an important role in leisure and tourism. This policy focuses on maximising the canal network's potential and encouraging more residents and visitors to use them, whilst also supporting biodiversity and retaining their character and heritage.

Policy CE17 The canal network

The canal network will continue to be promoted as a vital asset for the city, supporting leisure, recreation, tourism, biodiversity, green-blue infrastructure, heritage and as a settings for high quality development.

Development proposals likely to affect the canal network should:

- positively relate to the waterway by providing active frontages onto the canal, improving the public realm and through sensitive and high-quality design;
- protect and enhance its visual amenity, setting and key views;
- conserve and enhance its special historic, architectural, archaeological and cultural significance including the potential to record, preserve and restore such features;
- conserve and enhance its nature conservation and biodiversity value and their contribution to the wider green blue infrastructure network;
- enhance and promote its leisure, recreation and tourism value;
- support the maintenance, enhancement and creation of safe and publicly accessible routes to, along and adjacent to the canal
- safeguard the continued operation of navigable and functional waterways;
- protect and enhance its water quality and reduce flood risk;

The value of the canal network for walking, cycling, boating, freight will encouraged and supported. Opportunities will be sought to improve the accessibility of the canal network through the provision of improved surfacing, access points and wayfinding.

Proposals for the environmental improvement and restoration of canals will be supported subject to being no adverse impact on the natural and historic environment and water quality.

Mooring and boating facilities will be supported where they do not negatively impact on navigation, water quality, the openness and character of the water space and the amenity of surrounding residents.

Canals form part of the open space network, therefore, off site open space contributions from new residential schemes within 400m of a canal, can be considered for providing canal improvements e.g. access, towpath surfacing, sensitive lighting and landscaping.

Reasoned justification

Birmingham's canal network is a unique part of the city's industrial heritage and continues to contribute to its cultural and recreational life today. Birmingham's canals draws visitors across the world and complements other visitor and tourist attractions that are located within their setting e.g. Symphony Hall, ICC, Brindley Place. The extensive network of canals offers significant opportunities for physical activity, recreation, leisure and tourism and are important in areas where access to green space is deficient.

Much of the canal network however, is hidden with development backing onto it. This and the lack of site surveillance and the distances to points of egress has and does dissuade greater use. Promoting the wider use of the canal through improving access, signage and opening up the canals with better site surveillance will be a key priority. Development which respects the heritage value of the network and offer the opportunity for enhancing the tourism, leisure, recreation and cultural value will be supported.

The canal network plays an important part of the wider green-blue infrastructure network across the city. This has the potential to deliver multiple benefits including support for active travel, linkages into a network of wildlife corridors and support the restoration and preservation and enhancement of biodiversity.

The historic importance of canals is acknowledged, and important groups of canal buildings and features will be protected, especially where they are listed or in a Conservation Area. National policy identifies such assets as an irreplaceable resource and promotes their conservation in a manner appropriate to their significance. The policy seeks to ensure the preservation of the canal network's historical and architectural heritage.

The canal network's draw is more than just its heritage but also its character as alternative linear route for commuting e.g. through walking and cycling and even water bus. The need to encourage and promote more sustainable forms of transport is critical and a key aim underpinning the BLP's approach. The canal network can provide routes free from road traffic and associated noise and air pollution. Improving access to the city centre and also between neighbourhoods beyond with a high-quality network of pedestrian/cycle routes, taking advantage of canal network will be a priority. This will provide sustainable routes for the movement of people and opportunities to improve connectivity and biodiversity.

The policy approach focuses on opening up the canals to become a more important part of the sustainable transport and green-blue infrastructure network. This involves improving access, opening up new frontages, orientating development to overlook the canal and linking with other public transport through signage and accessibility. This approach of encouraging more human use is balanced with enhancing biodiversity reflecting the canal habitat and corridors for nature and wildlife.

The Canals Action Plan will promote the long-term regeneration and sustainability of Birmingham's canal network. It will identify a list of potential improvements and opportunities for the enhancement of canals and their setting. The document will be produced in close partnership with the Canals and Rivers Trust. Development affecting the canal network should seek to align with the aspirations that will be set out in the Action Plan.

Where there is no option but to put car parking and service facilities near canal, these should be screened by soft landscaping where possible. Trees and shrubs can also help to absorb air pollutants.

There is demand for more residential moorings and the provision of these, will be supported subject to the policy criteria.

Issues and Options consultation responses

A number of responses were received in relation to canals. These were:

- Need for more residential moorings on canals. Residential moorings are scarce and demand is high.
- New leisure and entertainment, including food and drink, should be focused along canals.
- Need to focus on waterways themselves and not just towpaths.
- Much more could be made of Gas Street Basin.
- There is a need to balance the needs of canal boat residents and the nighttime economy; volume of music at night is an issue, as is encroachment on to the towpath.

Key evidence

- National Planning Policy Framework (December 2023)
- Environment Improvement Plan (January 2023)

Alternative policy options considered

The alternative would be not to have a policy on canals. This would result in a reactive approach to planning applications and proposals alongside the canal which could result in inconsistent decisions and risk harming or not maximising the multifunctional benefits of canals. The opportunities to secure improvements to what is a vital historical, recreational and environmental asset to the city would be missed for the lack of policy. The proposed policy reflects national policy and the Council's objectives for the sustainable development, management, and preservation of Birmingham's canal network.

CE18 Minerals

Introduction

Delivery of the Plan's growth strategy will require the use of a significant number of aggregates and other minerals. Although there are no active mineral workings within the city, it is important that potentially valuable mineral deposits are not sterilised, and that minerals infrastructure is protected.

Policy CE18 Minerals

The City Council will continue to work with other relevant local authorities and stakeholders including the West Midlands Aggregate Working Party and will contribute to the publication of Local Aggregates Assessments for the West Midlands Metropolitan Area.

Prior to the commencement of development on any site of over 5 hectares, an investigation should be undertaken into the existence of mineral deposits on the site and any viability workable minerals should be extracted.

Minerals infrastructure, including sites for concrete batching, the manufacturing of coated materials, other concrete products and the handling, processing and distribution of substitute, recycled and secondary aggregate material, and any associated bulk transport facilities will be protected. Proposals that would lead to the loss of such facilities without adequate replacement will normally be refused, unless exceptional circumstances, such as one of the following, can be demonstrated:

- The applicant can clearly demonstrate that the mineral concerned is no longer of any potential value.
- The mineral can be extracted satisfactorily prior to the new development taking place.
- The proposed development is of a temporary nature and can be completed and the site restored to a condition that does not prevent extraction of the mineral in the future.
- The proposed development constitutes "exempt development" such as householder applications or infilling in an existing built-up area.

Reasoned justification

There are no active mineral workings within Birmingham, and this has been the position for many years. However, there are known to be mineral deposits within the city boundary, including deposits which extend beneath the existing built-up area. Where major development/re-development schemes take place, it is important that any viably workable minerals are identified and extracted in order to prevent them from being sterilised.

The Council's waste management policies encourage the recycling of construction and demolition waste. This can make an important contribution to meeting the demand for aggregates within the city. The City Council will therefore seek to protect facilities associated with this and minerals infrastructure generally.

The West Midlands Minerals Authority includes the seven unitary authorities of Birmingham, Coventry, Dudley, Sandwell, Solihull, Walsall and Wolverhampton. For minerals planning purposes, past trends and future provision is planned at the West Midlands Metropolitan Area level via the Local Aggregates Assessment. A yearly Annual Monitoring Report is produced and this provides information on aggregates in the West Midlands to help monitor the managed aggregate supply system and assess whether the West Midlands is making a full contribution towards meeting both national and local aggregate needs.

Key Evidence

- West Midlands Local Aggregates Assessment
- West Midlands Aggregates Working Party - Annual Monitoring Report 2021
- Mineral Safeguarding in England - Good Practice Advice (British Geological Survey) 2011
- Guidance on the Planning for Mineral Extraction in Plan Making and the Application Process (DLUHC) October 2014.

Alternative Policy Options Considered

There are no alternative policy options to consider for minerals, other than to comply with National Planning Policy Framework.

Economy and Centres

Introduction

As the UK's second city, the economic prosperity of Birmingham is of both national and local importance. A number of significant national and international challenges in recent years have affected the economic performance of Birmingham and the UK as a whole, including the United Kingdom's withdrawal from the European Union, the Covid-19 pandemic and the Ukraine War. Changes to national planning policy have also made it easier to redevelop economic uses for new housing, which has limited the potential to maximise economic growth.

Birmingham is however a city of economic opportunity. The development of the city's strategic employment site at Peddimore is now well underway and there is further land supply at Bordesley Park and Washwood Heath. The arrival of HS2 will also drive further economic growth within the City Centre and across the wider city. To ensure that levelling up opportunities can be maximised to the benefit of everyone in the city it will be essential that growth is delivered in an inclusive way. This means that economic growth will be created and shared more equally across the city's population, with a particular focus on levelling up economically disadvantaged communities. The Birmingham Local Plan will therefore direct economic growth towards locations of greatest opportunity, with support for the clustering and networking in Core Industrial Areas and the regeneration, vitality and viability of all of the city's Urban Centres.

EC1 Industrial Land Provision

Introduction

The economic success of the city will be dependent on ensuring that there will be sufficient land and premises to accommodate the projected development needs over the plan period. To this end, the HEDNA (2022) has recommended that a new portfolio of industrial land is delivered, with a continuous 5-year requirement for 67 hectares of industrial land to be made readily available for development at all times up to 2042.

Policy EC1: Industrial land provision

Subject to other development plan policies, the City Council will support new industrial developments in the B2 and B8 use classes that will contribute towards achieving the requirement for 296 hectares of industrial land to be developed over the plan period to 2042. This will include the development of new land as well as the redevelopment of existing industrial land.

To ensure a continual supply of industrial land over the plan period, there will be an ongoing requirement to maintain a supply of 67 hectares of industrial land which is readily available* for industrial development and can be delivered within five years. This supply will comprise of:

- 22.4 hectares on sites of 10 or more hectares
- 22.4 hectares on sites of 2.4 to 10 hectares
- 11.2 hectares on sites of 1 to 2.4 hectares
- 11.2 hectares on sites of less than 1 hectare

*In accordance with national planning policy, sites will be considered as readily available where there is confidence that there are no legal or ownership impediments to development. In most cases this will be evidenced by the granting of planning permission for B2 or B8 development.

Reasoned Justification

The HEDNA identifies a need for 295.6 ha of industrial land to be provided between 2020 and 2042. This is based on a recommendation to continue past development trends including the development of new industrial sites as well as the redevelopment and regeneration of existing industrial uses. As such, the new portfolio represents a realistic, but equally ambitious requirement to deliver over the plan period.

Aston Advanced Manufacturing Hub and The Hub at Witton are recent examples of successful industrial regeneration. It is expected that further poorer quality industrial areas will continue to be regenerated over the plan period. At the same time the strategic site at Peddimore will continue to be developed and newer strategic sites at the Wheels and Washwood Heath will be delivered in coming years. As demonstrated in the Industrial Land Background Paper, the new portfolio is already well catered for in the larger sites (10+ hectares) category, but there continues to be an undersupply of smaller sites which the new Local Plan policies will need to address.

This new portfolio replaces the 95-hectare five-year requirement prescribed by policy TP17 of the Birmingham Development Plan. As the former B1 uses are now within class E, the new portfolio has been refocused on B2 and B8 uses only. It also reflects better utilisation of industrial land as well as different working practices such as increased automation and working from home.

Key evidence:

- Birmingham Housing and Economic Development Needs Assessment (April 2022)
- Authority Monitoring Report 2021/22

Issues and Options consultation responses

Most of the comments received at the Issues and Options consultations stage were generally supportive of the proposed amount of industrial development proposed over the plan period. Most comments related to the locations where industrial development might take place, with most responses clear that all of the need should be accommodated within the city and that any shortfall should not be addressed by other local authority areas. There was however some broad support for the utilisation of 53 hectares of industrial land at the West Midlands Interchange in South Staffordshire.

Suggestions for how Birmingham could accommodate the identified industrial land needs within its area include allowing the release of certain sites from the Green Belt and not allowing existing industrial sites to be redeveloped for housing. There was also support for the City Council's commitment that was articulated within the Issues and Options consultation document to continue to explore opportunities to maximise development opportunities within its own boundaries.

Alternative policy options considered

- Do not prescribe how much employment land is required over the next five years or over the plan period to 2042. This alternative option has not been taken forward because the land supply identified in the HELAA shows that there is an undersupply of smaller industrial development sites. The supply of land therefore needs

to be carefully managed and monitored to ensure that the new Local Plan policies and future decision making can address any such shortfalls, and that a sufficient supply of industrial development land to meet the needs identified in the HEDNA can be maintained throughout the plan period.

EC2 Core Industrial Areas

Introduction

Most industrial development and regeneration activities will be focused on the areas where the potential for networking and clustering of businesses is the greatest, and where the wider benefits of economic growth can be delivered to areas of greatest need. In the previous Birmingham Development Plan such areas were identified as Core Employment Areas. These have been reviewed and redefined as Core Industrial Areas in the new Birmingham Local Plan.

Policy EC2 Core industrial areas

Core Industrial Areas will be the focus for new B2 and B8 developments over the plan period. Other uses of an industrial nature can also be considered as appropriate, for example E(g)(ii) and E(g)(iii) uses where they can be restricted by planning conditions from changing to another class E use, and Sui Generis uses that would be inappropriate for residential areas such as builders merchants, wholesale retailers and waste and minerals developments.

Losses of B2 and B8 uses within the Core Industrial Areas will be strongly resisted. Proposals for non-industrial uses within the Core Industrial Areas will only be permitted in the following circumstances:

- Where the proposed new use is ancillary to a B2 or B8 use, or it can be demonstrated that the new use will support B2 and B8 uses in the wider Core Industrial Area.

or

- Where it can be demonstrated that there are no suitable and available sites elsewhere for the proposed use. Where the development proposal is for a main town centre use then it should also conform to the requirements of the local centres policy.

or

- Where other City Council planning documents (including masterplans, SPDs and neighbourhood plans) have been adopted that identify that the proposed non-industrial use will be appropriate.

Improvements will be sought to transport infrastructure (including the movement of freight by rail), environmental quality, market attractiveness and functional efficiency of the Core Industrial Areas, to facilitate inward investment and to encourage clustering and networking of industrial sectors. Improvements will be delivered through developer contributions and CIL payments where appropriate.

Reasoned Justification

Birmingham has historically grown as an industrial city and today its industries continue to be an integral element of its social, economic and urban fabric. The City Council has a long record of defining the locations that are important for industrial uses to be protected and

where new industrial development is to be focused, from at least as far back as the 1993 Unitary Development Plan through to the 2017 Birmingham Development Plan.

However, since the BDP was adopted in 2017 significant changes have taken place which mean that the policy approach for the existing Core Employment Areas needs to be redefined. Increasing use of technology and trends for online shopping have seen an increased demand for distribution and warehousing and changing working patterns which have been accelerated by the Covid-19 pandemic have meant that different types of industrial premises are now being developed in the city. Above all however are the changes that the government made to the Use Classes Order on September 2021, which saw the former B1 uses merged into a broader E class that also includes retail, leisure and food and drink. As the City Council no longer has any control over research and development (formerly B1(b)) and light industrial (formerly B1(c)) uses changing to another use within class E, it is no longer appropriate to continue to protect areas where these uses are concentrated.

In reflection of the above changes, the City Council has undertaken a review of the existing Core Employment Areas to identify whether they can continue to be effective in protecting and focusing areas for industrial development. As suggested at the Issues & Options consultation stage, it is now proposed that the new designation in the Birmingham Local Plan will be called Core Industrial Areas as this reflects the changes to the use classes order which leave B2 and B8 as the only use classes that can be protected by such a designation.

The Issues and Options consultation document also proposed that the two existing Regional Investment Sites at Aston and Longbridge are discontinued, but they will continue to be designated as Core Industrial Areas where this is appropriate to protect them for B2 and B8 development.

Policy TP19 of the BDP currently states that applications for non-employment uses within the Core Employment Areas will not be supported unless an exceptional justification exists. There is some ambiguity as to what would constitute an exceptional justification as this is not explained within policy TP19 or its supporting text. Decisions on relevant planning applications have tended to rely on the Loss of Industrial Land to Alternative Uses SPD (2006) for a definition of what circumstances could be considered as exceptional to the policy requirement. Paragraphs 5.6 to 5.10 of the SPD provide examples such as City Centre sites where they have been identified within other City Council planning documents, strategic land swaps, and where the proposals have particular site size requirements that make it difficult to find sites which do not involve the loss of industrial land.

The above preferred policy wording is intended to remove the ambiguity as to what would constitute an exceptional justification for non-industrial proposals within the Core Industrial Areas by elevating some of these examples from the SPD which are most commonly referred to within planning decisions. As well as addressing the ambiguity in current policy, the preferred policy will ensure a continuity of the approach that has been followed by decision makers since the BDP was adopted and it will provide certainty for applicants of the policy requirements for relevant development proposals.

Key evidence

- HEDNA Review of the Core Employment Areas (Iceni, 2022)
- Birmingham City Council Review of the Core Employment Areas (2023)
- Loss of Industrial Land to Alternative Uses SPD (2006)

Issues and Options Consultation Responses

- There was general support (67% of those responding to the issue) for refocussing Core Employment Areas for B2 and B8 uses only, in view of the introduction of Use Class E. However, a few disagreed on the basis that such employment areas need to retain flexibility to accommodate non-industrial uses important to the economy as well as health and social aims e.g. sport, leisure, health uses which cannot be accommodated elsewhere. It was also considered that quality and accessibility improvements would assist in maintaining employment uses in these areas.
- In regard to the removal of the Regional Investment Site designation, 82% of those that responded to this question agreed with the proposed option. Two responses against the proposal were received and these referred to the role that these sites have in catering for the pressing economic needs for strategic employment sites within the West Midlands.

Alternatives Policy Options Considered

- Option 1: Retain the existing Core Employment Areas and Regional Investment Sites designations and policies. This option has not been taken forward as it would not reflect the changes at the national level and would remove the opportunity to include further explanation of what would constitute exceptional circumstances within the new policy.
- Option 2: Have no policy or designation to protect areas predominantly in a B2 or B8 use. This option has not been taken forward as it would lead to a greater dispersal of new industrial development across the city and a weakening of the current concentrations of industrial premises. This in turn would reduce opportunities for the clustering and networking of related industries and would not enable new development to be directed towards locations where the need for new employment opportunities is the greatest.

EC3 Protection of Other Industrial Land

Introduction

It is recognised that there are existing industrial uses outside the Core Industrial Areas that make a valuable contribution to the city's economy and have potential to be enhanced further through future industrial development. Policy EC1 makes provision for such proposals. At the same time, there are also some older industrial buildings which cannot meet modern business needs and may not be well located in terms of enabling networking and clustering of related industries and providing employment opportunities to areas of greatest need, and so they may be suitable for redevelopment to other uses. In order to ensure that valuable industries are not lost and that only the poorest quality land and premises are redeveloped for other uses, the following policy provides the criteria to guide decisions on development proposals that would result in the loss of existing industrial land.

Policy EC3: Protection of other industrial land

Existing B2 and B8 uses that are outside the Core Industrial Areas will be protected from redevelopment or changes to another land use, unless it can be demonstrated that either:

- The existing B2 or B8 use is not located in a predominantly industrial area and does not conform to its surroundings. The redevelopment of isolated B2 or B8 uses in predominantly residential areas will be particularly supported;

Or,

- The existing industrial site is no longer attractive to B2 and B8 uses. In such cases the applicant must demonstrate that new B2 or B8 occupiers have been actively sought through a marketing period of at least 12 months. The potential to redevelop the site to make it more attractive for new B2 or B8 occupiers should also be explored. Where it is argued that this would not be financially viable then an assessment will be required to support this and will be subject to independent review.

Reasoned Justification

The Issues and Options Consultation Document discussed the potential to give greater flexibility for industrial uses outside of the Core Industrial Areas to be redeveloped for other uses, and in particular housing development given the large housing shortfall that exists in the city. At the same time, there is also an overall shortfall of industrial land, particularly so for smaller sites of less than 2.4 hectares in the new portfolio of readily available industrial land. There still therefore needs to be some level of protection given to existing industrial uses to ensure that the unmet needs are not exacerbated over the next plan period.

As a result, the overall principles and approach of policy TP20 of the Birmingham Development Plan have been carried forward, but greater flexibility has been applied in the new policy as follows:

- The definition of non-conforming land has been enhanced. Policy TP20 does not provide a definition of what would constitute non-conforming land, but the supporting commentary refers to the Loss of Industrial Land to Alternative Uses SPD. Paragraph 5.2 of the SPD states that non-conforming uses will mostly consist of small sites of generally less than one acre (0.4 hectares) in predominantly residential areas, although larger sites may come forward from time to time. The new policy above is less prescriptive in that it does not set a size threshold and it is no longer restricted to sites in predominantly residential areas. Instead, any industrial site which is isolated and stands alone from other industrial uses can be considered as non-conforming. This also reflects the last sentence of paragraph 5.2 of the SPD which states that sites adjoined by other industrial uses and are part of a larger industrial area would not be considered as non-conforming.
- Paragraph 5.2 of the SPD also describes the evidence that is required to demonstrate that a site is non-conforming. Under the new policy approach, it is proposed that no evidence would be required to demonstrate this as it should be more easily identifiable by the decision maker as to whether or not a site is non-conforming.
- If the existing use is not considered to be non-conforming, then policy TP20 currently requires evidence of active marketing covering a two-year period to be provided. The Issues and Options Consultation Document discussed applying greater flexibility in this approach or dropping it entirely in favour of viability evidence to be provided instead. Whilst some comments supported the removal of this requirement, given the significant identified shortfall of industrial land and the opportunity that existing B2 and B8 premises can present for potential new occupiers it is considered that there does need to continue to be a process by which the potential for existing industrial sites to be reoccupied can be considered before then accepting that they can be changed or redeveloped for other uses.
- The active marketing requirement has therefore been carried forward but has been reduced from two years to one year to provide greater flexibility for applicants.

Marketing evidence should demonstrate that new occupiers have been actively sought. Whilst passive measures such as the placement of an online advertisement or signage at the site can help to attract potential occupiers, it is considered that evidence of *active* marketing

should be provided. Active marketing means that the landowner or agents should have taken measures to target and seek out new occupiers. Examples of this include direct marketing communications that have been sent out to potential occupiers and evidence of how enquiries about the site have been followed up. To support this, the applicant should provide details of the enquiries that have been received within the 12-month period and the reasons that those enquiries were not taken forward. There should also be evidence that the owner and/or agent have sought to address any feedback from potential occupiers to overcome the obstacles that have prevented them from taking on the premises. It should also be clear that no unnecessary constraints have been placed on potential occupiers, such as unrealistic charges, rents, tenancy periods or any other unnecessary legal restrictions.

Key evidence

- Loss of Industrial Land to Alternative Uses SPD (2006)
- Birmingham Housing and Economic Development Needs Assessment (April 2022)

Issues and Options Consultation Responses

A range of comments were received that relate to the protection of industrial uses outside the Core Industrial Areas. Most agreed that there should be greater flexibility for the redevelopment of industrial uses outside the Core Industrial Areas than is currently provided for within policy TP20 of the BDP, with the removal of the active marketing requirement being suggested by the development industry. Some comments raised concerns about the potential loss of industrial land to other uses such as housing given that there is an identified shortfall of land for industrial development. There was also some support for a greater integration of housing and industrial uses where they are compatible with each other.

Alternatives policy options considered:

- Do not have a policy to guide decisions on the loss of industrial uses. This would allow most industrial land outside the Core Industrial Areas to change to another use, providing that other policies can be satisfied. This option has not been taken forward as it would remove all protections for such uses. This is not considered to be appropriate given the overall identified shortfall of industrial land, particularly for smaller sites which are more vulnerable to changes to other uses.
- Do not allow any losses of industrial land outside the Core Employment Areas. This option was not taken forward as it is overly restrictive and would not allow some poorer quality, vacant or underutilised industrial sites to be reused, particularly where it can contribute towards meeting the shortfall of housing development land.

EC4 Urban Centres

Introduction

One of the characteristics of Birmingham is its extensive network of centres, which provide a focus for local community life and support the provision for shops, community facilities, services, leisure and job opportunities as well as housing. They need to be accessible, attractive, popular and socially inclusive places central to neighbourhoods where people can aim to live lower carbon lifestyles, use facilities, travel by foot, bike, or public transport, and get involved in local activities.

This policy defines the network and hierarchy of centres in Birmingham and seeks to support their vitality, vibrancy and uniqueness ensuring that they are effective and resilient to meet the needs of the city's residents and visitors both now and in the future.

Policy EC4 Urban Centres

The network and hierarchy of centres

1. The vitality and viability of the centres within the network and hierarchy of centres identified below will be maintained and enhanced. Except for any specific allocation in this local plan, these centres will be the preferred locations for main town centre uses (as defined in the NPPF). The boundaries of the centres, the City Centre Retail Core and Primary Shopping Areas are defined on the Policies Map.

| | |
|--------------------------------------|---|
| Tier 1: City Centre | |
| Birmingham City Centre | |
| Tier 2: Principal Town Centre | |
| Sutton Coldfield Town Centre | |
| Tier 3: Town Centres | |
| Acocks Green | Longbridge |
| Alum Rock | Northfield |
| Coventry Road | Perry Barr |
| Erdington | Selly Oak |
| Harborne | Sheldon |
| Kings Heath | Soho Road |
| Tier 4: District Centres | |
| Castle Vale | New Oscott |
| Edgbaston Five Ways | Sparkhill |
| Fox and Goose | Springfield |
| Hay Mills | Swan, Yardley |
| Maypole | Stirchley |
| Mere Green | Witton |
| Moseley | |
| Tier 5: Local Centres | |
| Alcester Road, Kings Heath | Newtown |
| Balsall Heath | Olton Boulevard (Fox Hollies) |
| Barnes Hill | Pelham |
| Boldmere | Queslett* |
| Bordesley Green | Quinton* |
| College Road | Raddlebarn Road |
| Cotteridge | Robin Hood, Hall Green |
| Curdale Road, Bartley Green | Rookery Road |
| Dudley Road | Scott Arms* |
| East Meadway | Shard End |
| Frankley | Six Ways, Aston |
| Glebe Farm | Slade Road |
| Green Lane | Sparkbrook |
| Green Lane (Blake Lane) | Stechford |
| Grove Lane, Handsworth | Stockland Green (formerly referred to as Short Heath) |
| The Parade, Hall Green | Stoney Lane |
| Hagley Road West | The Radleys |
| Hamstead* | Timberley* |
| Handsworth Wood | Tower Hill |
| Hawthorn Road | Tyseley |
| Highfield Road, Hall Green | |

| | |
|---------------------|---------------|
| Highgate | Villa Road |
| Ivy Bush | Walmley |
| Jewellery Quarter | Ward End |
| Kings Norton Green | Warren Road |
| Kingsbury Road | Weoley Castle |
| Kingstanding Circle | West Heath |
| Ladypool Road | Wylde Green |
| Lea Village | Yardley Road |
| Lozells | Yardley Wood |
| Meadway | Yew Tree |

* a cross-boundary centre, where part of the centre lies outside the Birmingham boundary.

Birmingham City Centre

2. The City Centre will continue to be the focus for shops, offices, leisure, residential, cultural and tourism development of a city-wide and regional catchment within the context of the wider aspiration to provide a high quality environment and visitor experience. Appropriate scale retail development will be supported where it complements the City Centre Retail Core as part of mixed-use redevelopments throughout the City Centre.

3. New leisure uses will be promoted within and on the edge of the City Centre Retail Core to support the diversification of the City's offer as a top visitor attraction.

4. The role of the City Centre as a major hub for financial, professional and business services will continue to be supported. The primary focus for additional office development will be within and around the City Centre Core including the Snow Hill District, Park Birmingham and Western Gateway Growth Zones.

5. Residential development will continue to be supported where it provides well-designed high-quality living environments and provides flexible and adaptable accommodation meeting a range of needs including for families.

Sequential and Impact Tests

6. Development proposals for main town centre uses in out-of-centre and edge-of-centre locations will be required to demonstrate their suitability through a sequential test in line with the NPPF.

7. An impact assessment will be required for retail and leisure uses (including expansion of existing uses and applications to vary existing conditions) located within 800m of:

- the city centre and is more than 2,500 sq.m.
- a town centre and is more than 500 sq.m.
- a district or local centre and is more than 280 sq.m.
- any location not covered by the above and is more than 1,000 sq.m.

8. The provision of new local shops of an appropriate scale will be supported where they are:

- identified within any relevant Growth Zone; or
- meet the needs of local communities of new residential development; or
- in areas of identified retail deficiency.

New development

9. Development proposals which make a positive contribution to the diversity of uses, vitality and viability of the centre, taking into account any local regeneration strategies, will be encouraged, particularly where they bring vacant buildings or space above units back into positive use.

10. Development proposals for main town centre uses should be appropriate in scale and nature to the size and function of the centre.

11. Development proposals should respect their surroundings and enhance the visual amenity of their locality. Proposals will be encouraged to provide public realm improvements and wider public benefit such as improvements to the pedestrian and cycle environment, streetscape, lighting, signage, paving, street furniture and public art.

Primary Shopping Areas

12. Development proposals for retail uses should be directed to Primary Shopping Areas (the City Centre Retail Core is the Primary Shopping Area for the City Centre). Where planning permission is required within the Primary Shopping Area, development proposals should:

- a. maintain or provide active ground floor uses;
- b. not result in the over-concentration of non-retail uses or 'dead' frontages creating significant breaks in the shopping frontage; and
- c. make a positive contribution to the vitality and viability of the centre as a whole.

13. Proposals for residential development within Primary Shopping Areas will be considered favourably provided that they are above ground floor level.

Independent and niche retail

14. Proposals which promote and encourage independent and niche retailers will be supported.

15. Large scale development proposals in centres should consider the need for a range of unit sizes to suit all potential needs.

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

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

Hot Food Takeaways

18. Development proposals should not result in more than 10% of units within a Town, District or Local Centre and Neighbourhood Centres consisting of hot food takeaways.

19. Outside Town, District or Local Centres, proposals for new hot food takeaways, expansions or increases in opening hours, will not be permitted where the application is within 400 metres of a school.

20. All hot food takeaways should provide suitably sized, screened waste storage systems, appropriate extraction systems for the removal of odours, and public waste bins when these are lacking within the vicinity.

21. Applications for food and drink uses where home delivery of food is proposed should include a Delivery and Servicing Plan providing details of the scale of operation, delivery collection points, locations for delivery vehicles and hours of operation, to enable assessment of impacts.

Reasoned justification

Birmingham contains a large network and hierarchy of centres, ranging from the City Centre that holds a national position as a retail destination, Sutton Coldfield, the second largest centre in the city, strategic Town and District Centres, and Local Centres which meet day to day needs. Extensive research by consultants and in-house studies underpin this policy. Further information can be found in the Birmingham Retail & Leisure Needs Assessment (RLNA) 2023, and the Urban Centres Background Paper and Appendices. Definitions of each centre category within the hierarchy are as follows:

| Centre type | Definition |
|-----------------------|---|
| City Centre | The highest level of centre of regional and national importance. The city centre serves a regional / national catchment, is geographically and economically large, and embraces a very wide range of activities. It also acts as a national transport hub. |
| Principal Town Centre | The top tier of town centres, being the principal (sub-regional) town centre, both in terms of offer and scale. The principal town centre has a wider catchment than other centres and provides a wider range of convenience and comparison shopping, business and leisure opportunities. |
| Town Centres | The main centres in the city, providing a wide town centre offer and a mixture of business and community uses. Typically >125 units. |
| District Centres | Comprising groups of shops containing at least one supermarket, range of non-retail services and public facilities. District centres provide for everyday needs, and are focal points for business, leisure and service needs. Typically <125 units. |
| Local Centres | Including a range of small shops of a local nature, serving a localised catchment and typically meeting a 'top-up shopping' need. May also be a location for small scale local leisure and/or specialist service activities. Typically 25+ units. |

In addition to the centres identified in the hierarchy, there are also many smaller neighbourhood centres and shopping parades. These are typically less than 25 units in size, are too numerous to identify individually, but are important for meeting local shopping needs. The boundaries of these centres are not defined, and they do not form part of the hierarchy, but they make an important contribution to maintaining sustainable communities and liveable neighbourhoods by providing local facilities in sustainable locations.

| Neighbourhood Centre | Definition |
|--|---|
| Examples, not an exhaustive list: Court Oak Road, Harborne Reddicap Heath Road, Sutton Coldfield Coopers Road, Handsworth Wood The Fold, Kings Norton South Broadstone Road, Yardley Garretts Green Lane, Yardley East | A smaller group of local shops serving a neighbourhood catchment. Important to the liveable neighbourhoods (15/20min neighbourhood) concept, particularly where there are gaps in amenities in local centres. |

| | |
|--|--|
| Hagley Road, North Edgbaston Grove Lane, Harborne Northfield Road, Harborne Hillwood Road, Bartley Green Merritt's Brook Lane, Bartley Green Woodthorpe Road, Brandwood Yardley Wood Road, Billesley Baldwins Lane, Hall Green South Shenley Green Shopping Centre Sutton Four Oaks Tile Cross | Typically <25 units (unless there is a specialism) |
|--|--|

There is an extensive out-of-centre retail offer across the city in the form of retail parks. It is acknowledged that these play an important role in serving local needs, but there is concern that the growth of out of centre retail development may adversely affect the health of nearby centres. Out-of-centre retail locations are not included in the hierarchy in accordance with the NPPF.

Birmingham's network of centres act as a focus for local life and successful communities. They play an incredibly important role in meeting residents' needs, particularly on a day-to-day basis, providing retail, employment, leisure, service and other facilities within walking distance of their homes. Thriving centres not only provide economic benefits such as opportunities for local employment and enterprise but also social benefits such as reducing social isolation and health inequalities and help to foster civic pride and local identity.

However, changes that were already occurring in the retail sector have been accelerated by the Covid-19 pandemic – for example changing shopping habits, use of space and consumer demand. In addition, the cost-of-living crisis since late 2021 has led to a fall in real disposable incomes which has further affected people's spending habits. The outlook continues to be of concern in view of prevailing inflation rates and increases in the general cost of living. To protect the vitality and viability of our centres, new development will be directed there and any new 'town centre' uses must be of a scale and nature that supports its function.

The main function of our higher order town centres will remain as places to shop. However, as the city looks to the future, we recognise the need to diversify the role of our centres so that they remain viable, attractive and relevant. Our smaller centres and parades are no less important. These are often where the more local day-to-day needs of our residents are met.

The NPPF reflects the fact that the traditional role of town centres has been somewhat undermined by structural changes in the retail sector, and that there may be a need to plan for a more diverse range of uses going forward. As such, the NPPF advocates a more flexible policy framework to support the future vitality and viability of town centres but still maintains a 'centre first' approach. Local plans must define a network and hierarchy of centres and where development proposals are made for town centre uses outside of these and/ or are not in accordance with an up-to-date Local Plan, a sequential test must be applied. The NPPF also stipulates that proposals for town centre uses outside town centres should provide an impact assessment. The default threshold whereby such assessments apply is 2,500m² of gross floorspace.

The Birmingham Retail and Leisure Needs Assessment (RLNA) (2023) updates replaces the previous Retail and Leisure Studies of 2009 and 2013. The assessment concludes that:

- There is significant surplus capacity for additional convenience goods floorspace within the short, medium and longer term, but there is no need to specifically allocate sites for convenience goods retail development as it is highly likely that planning

applications for additional convenience goods floorspace will be made and these will be directed to existing centres either by filling of vacant units or by the development of sites within centres.

- There are gaps in convenience retail provision the City Centre (including Ladywood, Hockley and Digbeth) and adjacent areas to the north and east such as Vauxhall, Bordesley, Washwood Heath, Nechells and Aston. There is also an absence of a large foodstore within Birmingham City Centre itself.
- There is surplus capacity for additional comparison goods floorspace but once again there is no need to specifically allocate sites for comparison good retail purposes as the current level of available floorspace within Birmingham would likely exceed the estimated requirement up to 2032 and the first priority will be to encourage the reuse, refurbishment or redevelopment of vacant floorspace.
- In terms of the leisure sector, Birmingham is generally appropriately provided for in respect of bingo halls, casinos and ten pin bowling alleys. Whilst there is some potential capacity for additional cinema screens, the existing offer sufficiently serves the existing population. Any additional market interest may take the form of 'boutique' style cinema operators or independent cinema operators.
- There is likely to be a substantial pent-up consumer demand for additional spending in restaurants, pubs, bars and cafes but that does not warrant any specific allocation in the local plan as there will be a quantum of vacant café, restaurant and bar floorspace that can be used to accommodate these, given the national 'town centre first' policy.
- The growth of out of centre development may have had consequences for the health of some of the proximate centres. It is therefore important to direct growth towards the existing centres to ensure their long-term viability.

New health check assessments were undertaken for the city, principal town, town and district and local centres. Health checks for each centre confirm that vitality and viability are generally good. As would be expected, convenience retail has a strong presence, and the larger local centres have post office, pharmacy and bank or ATM presence. Environmental quality is more varied, with many centres either good or moderate, but a noticeable number are rated poorly. Public transport provision is generally good, although the quality of facilities (bus stops etc.) is varied. Parking provision is generally good, but cycle provision and pedestrian environments are often noted as poor or moderate quality.

The national average vacancy rate is 13.8% (2022). At the time of the RLNA in 2022, most centres in Birmingham showed average, or lower than average vacancy rates except for the City Centre, Sutton Coldfield, Selly Oak, Edgbaston (Five Ways), Hay Mills, Highgate, Ivy Bush, Slade Road, Stirchley and Swan, Yardley.

By 2023 there had been some organic changes, and centres with above average vacancy rates were the City Centre, Edgbaston (Five Ways), Hay Mills, Highgate, Ivy Bush, Slade Road and Stirchley. Below the 13.8% average but with >13% are Selly Oak, Sutton Coldfield and Swan, Yardley, together with Erdington. A further two small centres at Frankley and Timberley have one or two vacancies which take them disproportionately above average vacancy rates, while Kingstanding Circle and Meadway are subject to major redevelopment projects. These four centres can be regarded as short-term anomalies.

The RLNA recommended a range of lower local thresholds for impact assessments to accompany proposals for retail and leisure uses which are not located within a defined centre.

In September 2020 Government introduced changes to the Use Classes Order. Former Use Classes A1, A2, A3, B1 and a number of other uses have now been replaced by Use Class E,

which is much wider in scope. Changes between these former uses are Permitted Development and do not require planning permission. Together with other changes to the General Permitted Development Order (notably Class MA which allows change of use from Use Class E to C3 Residential), there is minimal planning control to maintain the minimum 50/55% retail function threshold of centres previously contained in BDP Policy TP24. This aspect of the policy is therefore discontinued. That said, in order to implement wider policies in the NPPF (such as the sequential test for retail proposals), it remains necessary to identify Primary Shopping Areas.

Primary Shopping Areas are where retail and the number of shops in a centre is most concentrated. Within these areas proposals for retail uses (class E(a)) will be particularly supported in order to maintain a focus for shopping activity and legibility for town centre users. Other commercial, business and service sector uses (other E class uses) which support the retail focus and contribute to vitality of the primary shopping area may be appropriate in some circumstances.

The sequential test guides main town centre uses towards centre locations first, then, if no centre locations are available (or expected to become available within a reasonable period), to edge of centre locations, and, if neither town centre locations nor edge of centre locations are available (or expected to become available within a reasonable period), to out of centre locations, with preference for accessible sites which are well connected to the centre. It supports the viability and vitality of centres by placing existing centres foremost in plan-making and decision taking. The NPPG states that Local Plans should contain policies to apply the sequential test.

For retail purposes, edge of centre relates to a location that is well connected and up to 300m of the Primary Shopping Area (where defined). This means that locations within a centre but outside the Primary Shopping Area are considered to be edge of centre. For all other main town centre uses it relates to a location within 300m of a centre boundary. For office development, this includes locations outside the centre but within 500m of a public transport interchange. It is for the applicant to demonstrate compliance with the sequential test. Failure to undertake a sequential assessment could in itself constitute a reason for refusing permission. Centre Boundaries and Primary Shopping Areas, the City Centre Boundary and Retail Core have been audited and updated where appropriate in the light of background evidence. Full details are set out in the Urban Centres background paper and Appendices.

The BLP promotes the concept of the “walkable neighbourhood”, or the idea that everyone living within the city should have access to a range of facilities that will meet their day-to-day needs. To this end, the Council supports the provision of new local shops identified within the relevant Growth Zone policies or where they meet demand arising from new residential development or in areas of retail deficiency.

Hot food takeaways have the potential to impact upon residential amenity, highways and parking - causing issues in relation to litter, waste disposal, noise, odour, traffic and parking problems. Such uses will normally only be supported within defined centres where residential amenity is less likely to be an issue. Where homes are situated above such premises, specific care will need to be given to odour extraction, noise insulation and general amenity.

The 10% limit on hot food takeaways forms part of the existing Policy TP24 in the adopted BDP. (This is calculated as a % of the total number of ground floor units within a centre). The Local Centres Annual Monitoring Reports <https://www.birmingham.gov.uk/spdlocalcentres> shows that the policy has been effective in limiting the over-concentration of such uses in centres. In 2012, almost half of Birmingham’s local centres (33 out of 73) exceeded the 10% threshold for hot food

takeaways. In 2023, only 25 centres exceeded the 10% threshold. This aspect of the policy is operating effectively, is still relevant, and is therefore retained.

In addition to the impact of hot food takeaways on the function of centres, there are concerns that there is a link between the easy availability of takeaway food near schools and obesity in children, leading to a debate about how planning policies can support healthy lifestyles. This includes restricting new hot food takeaways close to schools (within 5minutes' walk or 400m). Many local authorities (including our conurbation neighbours) have planning policies restricting hot food takeaways proposals which are close to schools. Planning conditions have also been used to restrict the opening hours of hot food takeaways to manage impacts on neighbouring residential amenity. It is common among such policies that where any such zone overlaps with town, district or local centres, that they remain the preferred location for such uses subject to the 10% policy. It is also accepted that planning policies are not the solution to the issue, but they can play an important role within a wider range of initiatives.

Robust evidence is required to demonstrate a clear link between the proliferation of hot food takeaways and obesity/eating habits to justify any policy element to restrict hot food takeaways within a minimum distance from a school. The Urban Centres background paper and Appendix 6 in particular references further detailed background information.

When planning permission is required, the Council may use planning conditions to specify the particular use within Class E to restrict subsequent change of use and to ensure activities and opening hours are appropriate and support objectives for the centre.

Key evidence

- National Planning Policy Framework
- National Planning Practice Guidance
- Birmingham Development Plan 2017
- Urban Centres Framework 2020
- Birmingham Transport Plan
- Sutton Coldfield Town Centre Masterplan SPD 2017
- Birmingham Retail and Leisure Needs Assessment July 2023
- Birmingham Centres Background Paper 2024
- Shopping & Local Centres SPD 2012
- Shopping & Local Centres SPD Monitoring 2023

Issues and Options Consultation Responses

There were 57 individual comments relating to local centres during the Issues and Options consultation. The key issues raised were:

- A more innovative approach to centres is required, that recognises the different roles that each centre can play. Unique sectors in centres can have benefits for wider areas.
- Alignment with Our Future City Plan.
- Retail viability and the number of vacant units in some High Streets is a concern.
- Need a greater diversity of uses and retail mix, including higher end chains and independent retail as well as residential, hotels, co-working, education, childcare and community facilities.
- Improvements are required to sustainable transport modes including provision for electric vehicles.
- Public spaces and crime/safety need improvement (including additional staff and street wardens).

- Night-time economy uses are important to the economy of centres, but the night-time economy needs to be managed. Public houses, theatres, music venues and night clubs are important community facilities which should be protected.
- Concern about residential uses being permitted close to existing entertainment venues.

Alternative policy options considered

No change to the existing BDP policies. This has been ruled out due to the new evidence base indicating necessary changes to the policies, and to reflect the 2020 changes to the Use Classes Order.

Not include the policy restriction for hot food takeaways within 400m of schools outside centres. This has been ruled out in view of the weight of evidence in support of creating healthy environments in the context of Birmingham residents' health issues (see Birmingham's centres Background Paper).

In relation to Impact Assessment thresholds, a range of options were considered:

Option 1: Continue with blanket national threshold of 2,500 sq.m. This was discounted due to the potential harmful impact on centres as evidenced in the RLNA.

Option 2: Fully adopt Nexus' recommendations on impact thresholds. Adopting Nexus' recommendation for the city centre threshold has been discounted due to the identified deficit of convenience retail provision in the central Birmingham area (including Ladywood, Hockley and Digbeth). Nexus' recommended impact threshold for town centres at 500 sq.m. was considered justified and proportionate. The impact threshold for District and Local Centres recommended by Nexus was 300 sq.m and 200 sq.m. respectively. Officers considered the lower threshold to be too low, particularly in light of the Council's desire to promote liveable neighbourhoods (15-minute neighbourhood concept) and the definition of a local shop in the Use Classes Order (Use Class F.2) which is no more 280 sq.m. The threshold of 280 sq.m. has therefore been selected as a reasonable threshold for District and Local Centres.

EC5 Evening and Night-time Economy

Introduction

Birmingham's night-time economy venues perform an important economic and cultural role and are assets of the city. As residential development in the city centre and other centres continues, the potential for these uses to be displaced and for land-use conflict to arise. Therefore, it is proposed that a policy of protecting nighttime economy venues is introduced. The policy seeks to direct high capacity or large night-time economy venues to the principal night-time economy centres as identified in the policy. It also seeks to avoid over-concentration of such uses and ensure new venues are appropriate in scale and nature to the centre in which they are located.

Policy EC5 Evening and night-time economy

1. New night-time economy venues should be located in the city centre, district centres or local centres as defined on the policies map in line with the sequential test in the NPPF. Proposals for night-time economy venues should be of a scale and nature appropriate to the role and character of the centre in which they are located.

2. Westside, Southside and Digbeth, as shown on the Policies Map, will be the sequentially preferable location for high-capacity night-time economy venues within the city.
3. Outside of these areas, proposals for night-time economy uses may be resisted if they would lead to an overconcentration or be likely to significantly harm the vitality and viability of a centre, lead to or exacerbate problems of crime or littering, or harm residential amenity.
4. Planning permission will not be granted for a proposal which would result in the loss of an existing public house, night club, theatre, live music or other arts venue unless one or more of the following criteria is met:
 - a. The venue to be lost is not of designated heritage value or has important cultural value to the local community.
 - b. The venue to be lost is demonstrated to not be economically viable through evidence of at least 24 months' active marketing for its current use at appropriate rates.
 - c. The proposed development would deliver a replacement venue of equivalent value to the local community.

Reasoned justification

For the purposes of this policy, a night-time economy venue refers to licensed premises and licensed entertainment venues. This would include pubs, bars, restaurants, night clubs, live music venues, theatres and other arts venues.

High-capacity night-time economy venue refers to a licensed entertainment venue or licensed premises with a capacity of 500 or more persons. The night-time economy (NTE) is an important contributor to Birmingham's social and economic life. It contributes to the city's creative sector, tourism industry and vibrancy. In view of their cultural, social and economic importance, the policy seeks to protect NTE venues that are valued by the local community from unnecessary loss. This reduces the risk of such uses being crowded out by higher rent uses. This policy is consistent with national policy on guarding against the loss of social, recreational and community facilities and services.

Where noise sensitive uses are proposed near existing NTE uses, the 'agent of change' principle set out in DMB Policy DM6 'Noise and vibration'. This places the onus on the new noise sensitive use to adequately mitigate issues of noise and disturbance, rather than the established NTE venue.

Birmingham city centre's NTE is of national significance. Within the city centre Westside/Broad Street, Southside, and Digbeth are the principal NTE clusters. An additional cluster can be found on Temple Street and Bennetts Hill comprising mostly of drinking establishments. These recognised clusters attract visitors to the city centre and can support coordination of public transport and NTE management. Therefore, the policy identifies Westside/Broad Street, Southside and Digbeth as the sequentially first preference location for high capacity NTE venues. These areas are delineated on the Policies Map. Proposals for such uses should be located in these defined NTE areas unless suitable sites are not available.

Elsewhere, parts of the Jewellery Quarter, Sutton Coldfield Town Centre, Harborne, Moseley, and the Balti Triangle are NTE locations of regional significance. Many of the city's other district and local centres host a NTE of more local significance. The policy is generally supportive of the NTE in the city's defined centres, subject to proposals being of an

appropriate scale and nature to the centre in which they are located. This policy aims to foster a diverse NTE across the city's centres.

Paragraph 3 of the policy addresses the potential for over-concentrations of NTE uses. The council recognises that clustering in the NTE supports the vibrancy of centres into the evening, makes it easier to plan for transport, and contains impact on residential areas. Additionally, clustering supports innovation and may drive up quality. However, a cluster can tip into an overconcentration of similar uses which can have detrimental impacts. This could include detrimental impacts on the vitality and viability of centres through loss of diversity of uses or lack of daytime activity and footfall within the centre. Issues of crime, littering and anti-social behaviour can also arise. Planning and licensing will work together to manage concentrations and ensure negative impacts do not arise, for example through licensing cumulative impact areas.

Proposals for new NTE economy uses will need to accord with other policies in the Birmingham Local Plan and other documents which form the statutory development plan, including the Development Management in Birmingham DPD (2021)

Issues and Options consultation responses

There was general support for a policy on the night-time economy. The city centre BIDs, in particular, supported clustering of night-time economy uses in Westside and Southside and Digbeth. Comments were made about how the Council should be more proactive in attracting cultural venues and promoting and preserving cultural assets such as Chinatown and the Gay Village. Comments were also made about how new large-scale developments in the city centre should incorporate cultural facilities. The importance of public transport to the night-time economy was seen as critical to its success.

Alternative policy options considered

Option 1: No policy

A policy which seeks to protect night-time economy uses will help reduce their loss or displacement. Having no policy on night-time economy uses will risk such uses being more dispersed and therefore more difficult to manage.

Option 2

A more prescriptive policy on the night-time economy which classifies the city centre into different categories in terms of their night-time economy role. This would have the effect of restricting late night activities such as nightclubs, adult entertainment venues and drinking establishments which routinely open beyond 12 midnight to specific parts of the city centres. The existing prevalence of late night economy premises in other locations in the city, for example Jewellery Quarter and Moseley, means that such a policy may be unduly restrictive.

Option 3

A less prescriptive approach generally supportive of food and drink uses, and / or high occupancy licensed premises / entertainment venues within the city centre provided they wouldn't result "in harmful impacts, such as noise, disturbance etc.

Birmingham's city centre is large. Concentration is deemed beneficial in terms of containing impact on residential amenity, focussing uses on locations with better transport links, and allowing policing resources to be focussed. Economic arguments have also been put forward for clustering. Night-time economy clusters have a bigger collective draw, boosting tourism and have been argued to contribute to the regeneration of the city and the formation of the 'creative city'. Identifying the principal night-time economy centres and applying a sequentially

preferable approach, rather than simply restricting uses to these locations takes a proportionate approach.

Option 4

A variation of the policy is the protection of public houses outside of the city centre only, on the basis that that “Public houses are likely to be particularly valued in local communities outside of the City Centre where there may be a more limited range of local facilities.” (Nottingham’s Policy LS4).

The purpose of protecting public houses is not only for their social value but also for their particular heritage and cultural value. The preferred policy will provide flexibility where the venue proposed to be lost is not of particular heritage, economic, social or cultural value to the local community or is demonstrated not be economically viable.

EC6 Tourism and Cultural Facilities

Introduction

Proposals which reinforce and promote Birmingham's role as an international centre for tourism, arts, culture, and major events will be supported, while existing facilities important to the city will be protected. This policy approach will encourage growth in the visitor economy and will enhance the special cultural character found within Birmingham. This policy is not only focused on major cultural and tourist attractions, but also on promoting the city's smaller scale venues that play a pivotal role in creating a diverse cultural offer.

Policy EC6 Tourism and cultural facilities

1. The provision of new or expanded arts and cultural facilities will be supported where they enhance the visitor experience and cultural offer within Birmingham and do not conflict with other policies in the Local Plan.
2. Planning Applications for large scale developments, (200+ dwellings or 1,000 sq.m or more) are required to submit a Cultural Needs Assessment to demonstrate how the proposals will meet these needs. Depending on the outcome of the assessment, where appropriate, developer contributions will be sought to support new and expanded cultural facilities.
3. Planning permission will not be granted for a proposal which would result in the loss of a visitor attraction, arts or cultural facility unless one or more of the following criteria is met:
 - a. The facility to be lost is not of particular heritage value or has important cultural value to the local community.
 - b. The facility to be lost is demonstrated to not be economically viable through evidence of at least 24 months’ active marketing for its current use at appropriate rates.
 - c. The proposed development would deliver a replacement facility or that there is a suitable alternative facility that can accommodate the needs of the local community.
4. The temporary and meanwhile use of vacant buildings and sites for creative, cultural and community organisation is supported, particularly in town centre locations. Such proposals should add vibrancy to the street frontage and enhance the public realm where possible.

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

Background and justification

For the purposes of this policy, arts, tourist and cultural uses and activities includes but is not limited to:

- Performing arts facilities such as music halls, theatres, dance studios, auditoriums, cinema, film and recording studios
- Visual arts facilities such as museums, galleries, libraries, art studios, and digital media labs
- Major sporting venues and stadia, such as Villa Park, Alexander Stadium and the Utilita Arena
- Festivals, carnivals, temporary pop-up culture venues
- Cultural education and arts and crafts

The NPPF requires strategic policies in Local Plans to make sufficient provision for social, recreational and cultural facilities, to take into account and support the delivery of local strategies to improve health, social and cultural well-being as well as guard against the unnecessary loss of valued facilities and services (Paragraph 93). The preferred policy incorporates these requirements as cultural facilities are invaluable in ensuring that sustainable neighbourhoods are created which will be vital in successfully accommodating the substantial number of new homes that will be required to be built in Birmingham by 2042.

Arts and culture play a significant role in Birmingham's in meeting community needs and in the economic development, vitality and regeneration of the city. Birmingham has a diverse cultural and creative offer which is also an important contributor to the tourist economy by attracting millions of visitors to experience an extensive range of cultural, leisure and recreational activities. Placing importance on these facilities will help retain what makes Birmingham unique and attractive and will further strengthen the local economy. This approach accords with the West Midlands Regional Tourism Strategy which aims to grow the value of the tourism industry from £12.6b to £13.7b in ten years and create a further 19,000 jobs in the region.

Birmingham has a wide range of assets and key venues including the International Convention Centre and Symphony Hall, the Hippodrome, Alexander Stadium, Midlands Art Centre and the Utilita Arena. While the city has enabled growth in provision of new facilities it also benefits from a strong industrial heritage which includes the Jewellery Quarter, Cadbury and the canal network and other attractions such the Birmingham Museum and Art Gallery and Aston Hall.

The preferred policy approach will capitalise on the cultural legacy of the 2022 Commonwealth Games which promoted the city to a world-wide audience of over 1 billion people. The cultural sector in the West Midlands is growing 8% faster than the national average over the past five years, focusing on this sector will allow Birmingham to benefit from the £10.6 billion the industry is worth to the UK economy and will maintain Birmingham's international reputation as a leading destination city.

To enable residents to access culture in their local area, these types of initiatives should be encouraged, and new cultural programmes and festivals should be created. This will involve partnerships between cultural facilitators, including Birmingham City Council, Business Improvement Districts and voluntary groups who can collaborate to assist in the management and operation of community and cultural spaces.

A significant challenge is balancing the cultural and night-time economy so that it can co-exist with other uses, including residential developments. To ensure that existing businesses are protected, the agent of change principle will apply. In this instance the applicant of a proposed new development is responsible for mitigating against noise issues generated from adjacent premises as detailed in the National Planning Policy Framework paragraph 187. This will allow for a diverse range of uses to complement one another, creating a sustainable neighbourhood where new developments can be successfully integrated alongside existing businesses without having unreasonable restrictions placed upon them. This is vitally important as cultural venues increase the desirability of a place to live and work and contribute towards a positive reputation for an area by creating a distinctive character which attracts creative and successful communities.

Issues and Options consultation responses

There was a significant consultation response to the issue of managing local centres and the night-time economy which is interlinked with the development and protection of cultural and tourist facilities.

It is clear that respondents would like to see a more diverse mix of uses in local centres to encourage visitors, including more public houses and youth facilities. There is a strong appetite for vacant units to be occupied by cultural uses including hotels, sports facilities and other community facilities.

There is strong support (93%) for a policy that protects the arts and cultural facilities, including public houses, theatres, live music venues and nightclubs.

Key evidence

- National Planning Policy Framework (July 2021)
- Birmingham's Cultural Strategy
- West Midlands Regional Tourism Strategy
- West Midlands Combined Authority - Making the case for culture
- Arts Council England - Our Strategy 2020-2030

Alternative policy options considered

Option 1: No policy

The removal of cultural facilities policy from the Local Plan would have a negative impact on the cultural and tourism sector. There would be no clear direction on the type of developments required to support this industry. There would be no protection against the loss of valued cultural and tourist assets and no clear path to modernising existing facilities.

Option 2: Continue to maintain current policy approach

The Tourism and Cultural Facilities Policy, TP25 of the BDP is broadly supportive of the development of cultural facilities and ancillary developments such as hotels and highlights the importance of smaller scale cultural and music venues. However the policy does not detail how existing features and facilities will be protected which risks Birmingham losing valued cultural and tourist assets to alternative uses.

EC7 Social Value

Introduction

Policy TP26 of the Birmingham Development Plan sets out requirements for developers to deliver employment and training opportunities for the local population. Whilst this has been effective in maximising the benefits of development schemes to the local workforce and economy, it is now considered appropriate to refocus this policy to align with more recent priorities for new developments to deliver social value as part of the Levelling Up strategy.

Policy EC7 Social Value

In order to ensure that new development contributes effectively to the levelling up of local communities, the City Council will seek to ensure that applicants of major development schemes submit a Social Value Action Plan which is aligned to the Birmingham Business Charter of Social Responsibility (or any successor document).

Where such action plans are submitted they should seek to deliver social value at 20% of the total development costs. This will be negotiated on a case-by-case basis and it may be appropriate to apply a lower proportion to reflect the size, scale, type and location of the development. The local spend element will be capped to 50% of the social value costs in order to protect social investment.

Where it is not possible to deliver the full 20% social value costs upon the delivery of the development scheme, developers will be required to provide a financial contribution through S106 which equates to 10% of the measure value in lieu of any undelivered social value as detailed in the action plan.

These requirements may be amended where there is clear evidence that they would undermine the financial viability of the development scheme. In such cases the applicant will need to provide a financial viability appraisal which will be subject to independent review.

Reasoned justification

The City Council has a duty under the Public Services (Social Value) Act 2012 to delivering social value in its commissioning and delivering of projects. Social Value is defined in the Act as improving the economic, social and environmental well-being of a relevant area. In essence this conforms with the overall objectives of the sustainable development as defined within the NPPF.

Many private developers are also already aiming to achieve these aspirations within their own Social Value Action Plans, recent examples of which are Peddimore and Typhoo Wharf. As Social Value Action Plans deliver more comprehensive social value benefits than the current requirement for employment and training plans currently required under policy TP26 it is considered that this approach should be rolled out for all major developments in the city.

Further background for this policy approach is contained within Birmingham City Council's Levelling Up Strategy (Prosperity for All) and the East Birmingham Inclusive Growth Strategy. This goes beyond the current scope of policy TP26 as it would require development schemes in the Enterprise Zones, Core Industrial Areas, East Birmingham and other Levelling Up Zones to deliver a Social Value action plan equating to 20% of construction costs plus 30% end use jobs (where there are significant end use jobs). This new policy approach would allow local spend to be included in the 20% construction costs.

This requirement will be waived or amended where developers have provided evidence that it would undermine the financial viability of their development scheme. In such cases the applicant will need to provide a financial viability appraisal which will be subject to independent review.

Key evidence

- Birmingham City Council Levelling Up Strategy (Prosperity for All)
- East Birmingham Inclusive Growth Strategy
- Everyone's Battle, Everyone's Business (BCC)
- BCC Breaking Down Barriers Report (preventing youth unemployment)
- SEND Improvement Plan (levelling up opportunities for disabled people)

Issues and Options consultation responses

As this is a detailed policy, no specific question was asked in regard to this policy area at the Issues and Options stage. Broader comments were received however that supported working in partnership with education and training providers to upskill the workforce.

Alternative policy options considered

- Option 1: Continue with the current approach followed by policy TP26 of the BDP
- Option 2: Do not have a policy for local employment and skills

Connectivity

High quality connections by bus, walking, cycling, rail, road or digital, are all vital to the city's future economic prosperity and social inclusiveness. These connections provide access to education, employment, business, retail and leisure opportunities. Transport is an enabler for economic growth and will also play a major role in achieving the city's net zero carbon ambition, contributing to better health, well-being and safety. It is therefore important the development is sustainably designed and located, providing low carbon transport options that deliver improved accessibility while minimising traffic congestion and creating better places.

The city will need to develop its existing transport networks ensuring that they provide an effective, efficient and comprehensive public transport system, high quality routes and environments for pedestrians and cyclists, an efficient road network and modern digital infrastructure. In addition to improvements to its internal connections, the city will need to secure further improvements in connectivity with surrounding areas, to the rest of the country and internationally in order to attract investment and support access to jobs.

CY1 Sustainable transport

Introduction

An efficient, comprehensive and sustainable transport system is an essential element in supporting the city's economic competitiveness, tackling the climate emergency, meeting the targets for reducing CO2 emissions and enabling the delivery of sustainable development.

Policy CY1 Sustainable transport

The development of a sustainable, high quality, integrated transport system, where the most sustainable mode choices also offer the most convenient means of travel, will be required and underpinned by the four principles of the Birmingham Transport Plan.

The delivery of a sustainable transport network will require:

- Re-allocation of existing road space wherever possible to provide sustainable transport modes and seamless interchange between modes.
- Enhanced choice by development and delivery of new and improved public transport, cycling and walking networks, supported by the implementation of Mobility Hubs to facilitate seamless interchange between sustainable transport modes including public transport.
- The delivery of modes of transport that reduce carbon emissions and improve air quality.
- Development and implementation of integrated new and improved road, rail and water freight and advanced air mobility (subject to appropriate legislation and guidance being issued by Government to regulate use and protect public safety) routes to support the sustainable and efficient movement of goods.
- Reduction in the negative impact of road traffic, for example, congestion and road traffic collisions.
- Working with national, regional and local partners, and the private sector to support and promote sustainable modes and low emission travel choices.
- Working with national, regional and local partners to lobby for interventions and policies outside of the Council's control

- That land use planning decisions adopt, where appropriate, a 'decide and provide' approach to transport infrastructure requirements including sustainable and net zero travel strategies, that support and are proportionate in their delivery to achieve the principles of the Birmingham Transport Plan
- Where the residual cumulative impacts of development fail to adequately mitigate their harm, developments will be refused on transport grounds.
- Building, maintaining and managing the transport network in a way that reduces CO2, addresses air quality problems and minimises transport's impact on the environment.

Reasoned justification

A key principle for the transport network is to make the existing connections as efficient as possible, ensuring the movement of as many people as possible in the most sustainable and safest way. Achieving this will require a road user hierarchy that favours sustainable modes of transport, seamless interchange between modes and supports the need to travel less. Any development of the transport network will need to consider the impact of schemes on different road users and take this hierarchy into account to resolve competing demands. It will be necessary to strike a balance between the needs of road users and the function of different places and routes. Delivering sustainable transport modes will have a significant contribution to:

- Sustaining economic success and support the creation of new jobs, development of new skills, and inward investment.
- Supporting, empower and connect communities to create a healthier and just society, and a better quality of life for all citizens.
- Reducing the negative impacts of transport on the environment to make Birmingham a great place to live, grow up, and age in.
- Urgently and drastically reducing carbon emissions from transport to contribute to the City Council's and the region's decarbonisation commitments.

The City Council adopted the Birmingham Transport Plan (BTP) in October 2021 and has prepared a supporting Delivery Plan which provides details of the interventions required to deliver the BTP objectives and vision, including infrastructure, policy, and travel behaviour measures. The BTP and Delivery Plan are guided by the following four principles:

- **Reallocating road space** – The allocation of road space will change away from single occupancy private cars to support the delivery of a public transport system fit for a global city, fundamentally changing the way that people and goods move around the city.
- **Transforming the city centre** – The city centre of Birmingham will be transformed through the creation of a network of pedestrian streets and public spaces integrated with public transport services and cycling infrastructure. Access to the city centre for private cars will be limited with no through trips. This includes looking at different options for the central section of the A38 including re-routing it to an upgraded ring road.
- **Prioritising active travel in local neighbourhoods** – Active travel – walking and cycling – will become how most people get around their locality most of the time. Cars will no longer dominate street life around homes and schools. A limit of 20mph will be standard on all local roads. Residential neighbourhoods and local centres will be places where people are put first.
- **Managing demand through parking measures** – Parking will be used as a means to manage demand for travel by car through availability, pricing and restrictions. Where development potential exists, land currently occupied by car parking will be put to more productive use.

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

In particular, the City Council will promote transport initiatives to deliver:

- A sustainable, green, inclusive, go-anywhere network.
- Safe and healthy environments to make walking, cycling and active travel the first choice for people making short journeys.
- A fully integrated, high-quality public transport system to be the preferred choice for longer trips.
- A smart, innovative, carbon neutral and low emission network to support sustainable and inclusive economic success, tackle the climate emergency, and promote the health and well-being of Birmingham's citizens.

We are working closely with Transport for West Midlands to align the BTP and the Delivery Plan with regional priorities and with the emerging West Midlands Local Transport Plan and Area Strategies. The West Midlands Local Transport Plan and the Area Strategies will set out the policies to promote safe, integrated, efficient and economic transport to, from and within the West Midlands, and will identify the types of interventions required in different parts of the region – neighbourhoods, centres, and corridors. The Birmingham Transport Plan Delivery Plan identifies the specific interventions required in Birmingham, and sets out a plan for their delivery. The BLP supports and complements the approach set out in these documents.

Transport has a range of impacts on the environment. It is a major source of CO₂ (accounting for 34% of the City's CO₂ emissions) and it also contributes to poor air quality in the form of Nitrogen Dioxides, Particulate Matter and other emissions which are known to have consequences for health and life expectancy. Transport also requires infrastructure which requires land take and space. A balance must be struck between how much of our urban area should be developed to provide private vehicle transport capacity against other uses.

Opportunities to minimise these impacts, aligned, as appropriate, to the principles of a 'decide and provide' approach to transport infrastructure requirements, by reducing the need to travel, and through the use of alternative more sustainable transport and less polluting modes will be taken unless there is compelling evidence as to why this is not possible.

Supporting the BLP, which sets out the overall spatial strategy for the city, the associated Development Management in Birmingham, December 2021, (DMB) document provides detailed development management policies that will be used to guide future development and determine planning applications, aligned to the principles of the BTP and the BTP Delivery Plan.

Overall, these policies will ensure that development is guided to the right location, is of a high standard, and that inappropriate development is deterred.

Providing people with the information, support, and resources they need to make safer, healthier, and more sustainable travel choices is important in changing attitudes and approaches to travel. The BCC Travel Demand Management team delivers projects and initiatives across a range of settings to encourage and enable changes in travel behaviour. Supporting this, a travel planning approach will be introduced through the planning process and developed to address transport impacts arising from new developments through a range of measures including:

- Requiring travel plans in line with agreed thresholds and Modeshift STARS* national standards for effective travel plans.
- Encouraging behaviour change through the delivery of travel plans (via a range of workplace, education, residential, rail station and personalised travel plans) that encourage people to choose the most sustainable means of travel.
- Supporting the growth of Car Clubs in the city as an alternative to private car ownership.

**Modeshift STARS is the Centre of Excellence for the delivery of effective travel plans in workplace, education, and residential settings. The scheme recognises businesses, schools and other organisations that have shown a commitment to supporting sustainable travel. It encourages people to think about the impact their journeys have on their community and the environment and supports them to make changes to how they travel. This can save people money and improve their health, and results in less congestion, less pollution, safer roads, and more productive communities.*

Issues and Options consultation responses

There were 86 individual comments about Connectivity during the Issues and Options consultation. This is a summary of the comments:

- Most comments were supportive of the principles of the BLP, BTP and the emerging BTP Delivery Plan. A key theme of the responses was agreement with the overarching principles of the BTP but many requests are outside the control of the Council to implement.
- There were 8 references to the use of canals for freight and public transport.

Alternative policy options considered

No policy alternatives were considered as ensuring a sustainable transport system is critical to achieving sustainable development which is the over-riding objective of the planning system.

CY2 Active travel

Introduction

Designing places in a way that allows access to a range of services and facilities within a short, manageable, walking or cycling distance, or by accessible, reliable and affordable public transport is key to reducing reliance on the private car and providing opportunities for active travel.

Policy CY2 Active travel

Walking

Walking is part of every cycling, public transport and car trip. The provision of safe and pleasant walking environments throughout Birmingham will be prioritised as set out in the Birmingham Transport Plan (BTP) Delivery Plan. The Council will require development to:

- Build upon the success in improving pedestrian safety and continuation of the support for the priority of pedestrians at the top of the road user hierarchy and reflect this priority in centres, corridors and neighbourhood areas, and the public realm environment.
- Incorporate high quality pedestrian routes which will promote walking as an attractive, convenient, safe and pleasant option for travel including to and from bus stops, train stations and Metro stops as well as nearby facilities and amenities.
- Incorporate walking into the 'Interconnect' on-street wayfinding totems currently being updated across the City Centre and using improved direction signing.
- Apply Healthy Street principles ensuring good design of pedestrian routes/areas reflecting desire lines and providing adequate way finding facilities where appropriate whilst ensuring that routes/areas are free from unnecessary clutter, aligned to the principles of Liveable Neighbourhoods.
- Provide pedestrian priority and crossing facilities and high-quality footpaths suitable for all users where appropriate through application of Healthy Street principles.
- Ensure that all streets connecting new developments to its nearest local centre and strategic active travel routes, are subject to a Healthy Streets Design Check and contribute to the delivery of healthy streets principles
- Contribute towards improved wayfinding including signposted links to key infrastructure, transport nodes, green spaces and canal towpaths where appropriate

Cycling

Cycling will be encouraged through a comprehensive city-wide programme of cycling infrastructure improvements, set out within the BTP Delivery Plan, (both routes and trip end facilities) supported by a programme of cycling promotion, accessible cycling opportunities, training and travel behavioural change initiatives. The Council will require development to:

- Develop different route types e.g. improvements to major radial roads and other main roads including improved crossing facilities and creating new, quieter, parallel routes, using roads with lower speed limits and traffic flows, linking residential areas, green spaces, local centres and transport interchanges in order to encourage short trips and offer an alternative to busy A and B roads.
- Develop and enhance the off-road network of canal towpaths and green routes where applicable considering the impact on ecological value.
- Incorporate cycling into the 'Interconnect' on-street wayfinding totems currently being updated across the City Centre and using improved direction signing.
- Improve cycle security with upgraded parking and trip end facilities within the City Centre, local centres and at railway stations.
- Increase access to bicycles with cycle loan and hire opportunities.
- Provide enabling support to take up cycling through training and travel behaviour initiatives.
- Where possible ensure that new development is connected to its nearest local centre and strategic active travel network via appropriate cycle routeways which meet healthy streets principles
- Incorporate appropriately designed facilities which will promote cycling as an attractive, convenient and safe travel method aligned to the principles of Liveable Neighbourhoods.

Reasoned Justification

A key principle for the transport network is to make the existing connections as efficient as possible, ensuring the movement of as many people as possible in the most sustainable and safest way. Achieving this will require a road user hierarchy that favours active travel modes of transport and supports the need to travel less. Any development of the transport network will need to consider the impact of schemes on different road users and take this hierarchy into account to resolve competing demands. It will be necessary to strike a balance between the needs of road users and the function of different places and routes. Delivering active travel modes will have a significant contribution to:

- Sustaining economic success and support the creation of new jobs, development of new skills, and inward investment.
- Supporting, empower and connect communities to create a healthier and just society, and a better quality of life for all citizens.
- Reducing the negative impacts of transport on the environment to make Birmingham a great place to live, grow up, and age in.
- Urgently and drastically reducing carbon emissions from transport to contribute to the City Council's and the region's decarbonisation commitments.

The Department for Transport's (DfT) Decarbonising Transport (2021) document endorses cycling and walking to help tackle some of the most challenging issues we face as a society, not just climate change, but improving air quality, health and wellbeing, addressing inequalities, and tackling congestion and noise pollution on our roads. Increased levels of active travel can improve everyday life for us all. Aligned to this the DfT has launched the government's new Executive Agency – Active Travel England (ATE), which will provide training and support to Local Authorities to deliver ambitious and transformational schemes.

Supporting this national policy and ATE, the City Council adopted the BTP in October 2021 and has prepared a supporting Delivery Plan which provides details of the interventions required to deliver the BTP objectives and vision, including Active Travel infrastructure, policy, and travel behaviour measures. The BTP and Delivery Plan are guided by the following four principles:

- Reallocating road space – key to improving sustainable modes, while simultaneously making private car travel less attractive.
- Transforming the city centre – supporting Our Future City Plan, “de-trafficking” the city centre, providing free movement for public transport, pedestrians and cyclists, but increasingly restricting movements by car.
- Prioritising active travel in local neighbourhoods – creating calmer, cleaner, safer “places for people” where local needs can be met without a car.
- Managing demand through parking measures – recognising the role of parking availability and cost in mode choice decisions.

Ending the dominance of cars on streets in residential neighbourhoods, around schools and in the city centre and local centres will increase active travel, improve air quality and reconnect communities. It will also provide important support for the wider regeneration of local centres stimulating economic growth and employment opportunities.

During the national lockdowns in response to the COVID-19 pandemic, people were more active in their local areas, walking and cycling to local shops and for daily exercise, while most people carried out only occasional longer journeys. The vast reduction in traffic during this

time showed what local neighbourhoods could look like when different transport choices are made and trips by private car are minimised.

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

In particular, the City Council will promote Active Travel initiatives to deliver:

- A sustainable, green, inclusive, go-anywhere network.
- Safe and healthy environments to make walking, cycling and active travel the first choice for people making short journeys.

Supporting Active Travel will be the application of Healthy Streets approach and its Toolkit [Healthy Streets - Transport for London \(tfl.gov.uk\)](https://www.tfl.gov.uk) The Healthy Streets Approach uses 10 evidence-based indicators to assess whether a road is safe and attractive to use. Working towards these indicators when designing, investing, and maintaining our roads will help to create a healthier city, where all people are included and can enjoy a good quality of life. The Toolkit includes a range of resources to help put the Healthy Streets Approach into practice. The Toolkit includes a menu of policy actions that provide residents access to most, if not all, of their needs within a short walk or bike ride from their home. The principles transform urban spaces into connected and self-sufficient (or 'complete') neighbourhoods based upon four pillars:

1. proximity
2. diversity
3. density
4. ubiquity

Walking

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

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

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

Increased walking is promoted through 'Smarter Choices' measures which aim to promote more sustainable alternatives to single occupancy car use.

Improvements to the public realm will be prioritised to improve primary routes first, and secondary and tertiary routes will then follow. To complement these major interventions, more

localised spaces throughout the City Centre, for example, will be improved and created as set out in Our Future City: 'Draft Central Birmingham Framework 2040'.

Cycling

Cycling is increasingly seen as an essential component of successful 21st century cities moving towards reducing carbon emissions, improving air quality and offering a healthy lifestyle. It can provide a means for residents from across the City to access areas of employment by affordable and sustainable transport, replacing many car trips. However, cycling is still at a low level in Birmingham, comprising some 1% of total trips.

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

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

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

Issues and Options consultation responses

There were 86 individual comments about Connectivity during the Issues and Options consultation. In the context of Active Travel this is a summary of the comments:

- Most comments were supportive of the principles raised of the BLP, BTP and the emerging BTP Delivery Plan
- There is a need for a comprehensive public transport / walking cycling system in place before people are tempted from cars including Places for People
- Reallocation of road space is a must
- Healthy streets and neighbourhoods are an essential part of the connectivity strategy
- More bike hire to include toddler seats and trailers and more bike parking areas
- Move towards Places for People must be managed carefully not to damage businesses
- More and safer cycle routes including use of canal towpaths

Alternative policy options considered

No policy alternatives were considered as ensuring a sustainable transport system is critical to achieving sustainable development which is the over-riding objective of the planning system.

CY3 Public transport

Introduction

There is a continuing need to provide new public transport services / routes and improve public transport facilities including interchanges so that access to places of employment, education, shopping, medical, cultural, leisure and social facilities is an attractive and viable alternative to private transport particularly following the slow recovery of patronage level to

those pre COVID. Birmingham will continue to work with relevant partner organisations including TfWM to secure improvements to public transport. Where appropriate, developers will be required to contribute to improving walking, cycling and public transport infrastructure.

Policy CY3 Public transport

Bus and Coach

The bus remains by far the most important mode of public transport in Birmingham. There continues to be a challenge in making bus travel attractive as a sustainable alternative to the private car. Working under the principles of Bus Back Better – National Bus Strategy for England – March 2021, the City Council will continue to work with Transport for West Midlands (TfWM) and bus operators to improve the bus network by:

- Supporting partnership measures to develop and improve the bus network including the WMCA November 2022 – Enhanced Partnership and the November 2021 – West Midlands Bus Service Improvement Plan (BSIP).
- Ensuring that road space is managed efficiently to support public transport through initiatives such as bus priority measures and infrastructure with access retained to city centre etc when private cars are more restricted.
- Requiring new development to contribute to improving the bus services and associated infrastructure such as bus priority measures aligned to the targets for reducing CO2 emissions and the principles of the BTP.
- Unless there is compelling strategic reason which supports the better operation of the transport system, developing park and ride will not be supported in congested urban centres or within 3 miles of Birmingham City Centre.
- Requiring new development to provide high quality coach access, including parking and loading facilities, where it is required.
- Shaping how buses and coaches operate in the city linked to the City Centre Movement Strategy which will transform the City Centre creating a network of pedestrianised streets and public spaces, integrated with public transport services and cycling infrastructure.

Rail

Proposals to enhance the City's rail network, enabled by Midlands Rail Hub and other mechanisms, will be supported including:

- Reopen local passenger services along the Camp Hill (stations at Balsall Heath, Moseley Village, Kings Heath, Pineapple Road) - Water Orton corridor lines for links to/from the East Midlands (stations at Fort Parkway and Castle Bromwich/Vale), and Sutton Park (stations at Minworth, Walmley, Sutton Park / Town, Streetly).
- New rail stations (including HS2 Curzon Street) and upgrades to local rail stations across the city are supported, including high quality step-free access, passenger facilities and access/entrance arrangements including links to nearby land-use developments over the 'last mile'. Specifically, including provision of Mobility Hub facilities, cycle/Micromobility parking, and improved walking/cycling routes, wayfinding.

The Council will continue work with Stakeholders (including Transport for West Midlands, Midlands Connect and Network Rail) to support and protect the land required to

accommodate the two new Bordesley Chords connecting lines (East and West) to enable existing and new rail services into Moor Street station instead of the congested New Street station.

Rapid Transit – Midland metro and Bus Rapid Transit

The Council will continue to support the development and extension of metro/bus rapid transit to facilitate improvement/enhancement in the public transport offer on key corridors and to facilitate access to development and employment. This will include cross-boundary routes, for example to the Black Country.

Where appropriate, proposals should contribute to improving metro/ bus rapid transit. In particular support will be given to:

- An extension of the Midland Metro Tram network to Eastside, Southside and the Curzon Street High Speed 2 station.
- Additional metro stops where the existing route travels through or close to Growth Zones
- Additional Bus Rapid Transit routes including cross city centre links on several key corridors including but not limited to:
 - Birmingham City Centre - Walsall.
 - Birmingham City Centre - Quinton.
 - Birmingham City Centre - Bartley Green.
 - Birmingham City Centre - Longbridge.
 - Birmingham City Centre - Airport (via East Birmingham).
 - Birmingham City Centre - Airport (via A45).
 - Birmingham City Centre - Maypole/Druids Heath.
 - Birmingham City Centre - Sutton Coldfield
 - Birmingham City Centre - Kingstanding.
 - Outer Circle/Route 11 Orbital.

Reasoned justification

A key principle for the transport network is to make the existing connections as efficient as possible, ensuring the movement of as many people as possible in the most sustainable and safest way. The bus remains by far the most important mode of public transport in Birmingham and is certain to remain so for the foreseeable future. The design and location of new development will need to ensure that travel between destinations by bus is as attractive and viable as possible and the first choice for trips that are not viable for walking or cycling. It is important that buses are easily accessible to and from, and able to access residential and employment areas and offer a good choice of destinations to serve the needs of passengers as they are more comprehensive and flexible than train or tram.

Bus Back Better (March 2021) sets out the leading role that it expects Local Transport Authorities (LTAs) to take asking them to match the Government's ambition for buses to put LTAs at the heart of leading the recovery in public transport. In response to this in November 2021 the WMCA published the West Midlands BSIP, which sets out their ambitions for continued investment in local bus services to level up the West Midlands through Better Buses, Better Journeys and Better Fares for all their residents and visitors. The BSIP is – to be delivered through the West Midlands Bus Alliance with Transport for West Midlands (TfWM), local bus operators and the constituent Local Authorities.

Supporting this national policy and regional plan, the City Council adopted the BTP in October 2021 and has prepared a supporting Delivery Plan which provides details of the interventions required to deliver the BTP objectives and vision, including Public Transport infrastructure, policy, and travel behaviour measures.

In particular, the City Council will promote Public Transport initiatives to deliver:

- A sustainable, green, inclusive, go-anywhere network.
- A fully integrated, high-quality public transport system to be the preferred choice for longer trips.
- A smart, innovative, carbon neutral and low emission network to support sustainable and inclusive economic success, tackle the climate emergency, and promote the health and well-being of Birmingham's citizens.

TfWM works with transport operators and the West Midlands metropolitan councils to promote and develop public transport throughout the West Midlands. TfWM does not directly operate bus services, which are operated by several private operators on a commercial basis. However, TfWM does provide subsidy support for non-profitable, but in-demand, services. Buses matter to our residents, our employers, our workers, and our visitors. To support this TfWM will use the Bus Alliance to bring about:

- Better Buses – with more zero emission buses
- Better Journeys – through an enhanced network with more bus priority
- Better Fares – by keeping the lowest, simplest fares in England

We are working closely with TfWM to align the BTP and the Delivery Plan with regional priorities and with the emerging West Midlands Local Transport Plan and Area Strategies. These will set out the policies to promote safe, integrated, efficient and economic Public Transport to, from and within the West Midlands, and will identify the types of interventions required in different parts of the region – neighbourhoods, centres, and corridors. The BTP Delivery Plan identifies the specific interventions required in Birmingham and sets out a plan for their delivery. The BLP supports and complements the approach set out in these documents plus the BSIP and the Enhanced Partnership.

Coach travel is also important as a sustainable mode of travel with over 1 million visits to the City each year (2%) of our overall visitor numbers, and worth over £158 million to the local economy. To support the efficient movement of large volumes of people coaches are permitted to use bus priority infrastructure. Additionally, several coach set down/pick up bays in the city centre have been implemented, for coach operators to drop off and collect passengers at popular destinations like music and sporting venues, , theatres and various events. We will shape how coaches operate in the city, aligned to the principles of the City Centre Movement Strategy, which will transform the City Centre creating a network of pedestrianised streets and public spaces, integrated with public transport services and cycling infrastructure.

The City sits at the heart of the UK's railway network. The City Centre has three main line stations - New Street, Moor Street and Snow Hill. New Street Station is a key gateway into Birmingham City Centre and has benefited from £600 million of investment (Gateway Project) which has transformed the station into a bright, modern transport hub for the city supporting greater visitor and commuter numbers.

The rail industry forecasts a circa two-thirds increase in rail travel across the West Midlands, with Birmingham at the centre of this, over the next 30 years compared to 2019 (before the pandemic), with overall travel returning to 2019 level by 2026. The City's suburban rail network

is of only limited size and in need of enhancement. HS2 phase 1 provides some opportunities to enhance local and regional rail services by releasing network capacity.

To respond to these challenges, Midlands Rail Hub (MRH) is supported as this is a transformational project that is central to the strategy for transforming the rail network in Birmingham; it unlocks the national rail network's capacity bottleneck in central Birmingham, improves access to HS2, enables the new local stations and services shown below, and delivers faster and more frequent connections across the West Midlands and beyond.

MRH is composed of the following elements:

- Two new Bordesley Chords connecting lines (East and West) to enable existing and new rail services into Moor Street station instead of congested New Street station which is effectively full;
- Widening of the viaduct between Bordesley station (which may need to be closed to deliver MRH) and Moor Street station may be necessary to deliver additional track capacity;
- Redevelopment of Moor Street station including expansion of track and platform capacity, and integration with the adjacent future HS2 Curzon Street station;
- Redevelopment of Snow Hill station including increased passenger capacity, land use development above/around the station and reopening of Platform 4 to heavy rail.

There are no local train services to existing stations on lines from Birmingham to Tamworth and Nuneaton and there are no local stations or local passenger services on the following lines:

- Camp Hill Line: Balsall Heath, Moseley Village, Kings Heath, Pineapple Road (the latter 3 are currently due to open June 2024)
- Water Orton Corridor (Fort Parkway and Castle Bromwich/Vale).
- Sutton Park Line (Minworth, Walmley, Sutton Town / Park, Streetly).

The delivery of Midlands Rail Hub is required to enable these local services, whilst offering additional benefits to help relieve capacity constraints at New Street Station and the national rail freight network running through the region.

Currently only part of the busy rail network in Birmingham is electrified with many diesel trains still in use. Electrification of the remaining unelectrified lines serving Birmingham is supported, to contribute to Net Zero Carbon, improve local air quality, and reduce journey times. With all lines serving Snow Hill / Moor Street stations (Birmingham to Leamington Spa/Stratford Upon Avon/Worcester) as a key priority, and all other routes to be covered through a rolling programme including:

- Camp Hill Line
- Birmingham-Water Orton/East Midlands
- Sutton Park Line

Park and ride facilities allow people to access rail and rapid transit by car by providing parking at stations and stops. There are around 13,000 car parking spaces provided across the West Midlands at dedicated park and ride facilities, with some 3120 spaces within Birmingham. Transport for West Midlands (TfWM) provides approximately 9,000 of these spaces with the majority currently being provided at no cost to users.

As part of the LTP re-refresh, an updated set of aims, policies and principles for park and ride were agreed by WMCA in 2019, where the West Midlands has a good network of rail-based

Park and Ride sites, and there is the possibility of more sites linked to future Metro or Sprint routes – these would be aimed at longer distance journeys from outside the conurbation. However, ultimately, as the coverage of rail and rapid transit services improves in the West Midlands and as cycling and scooting facilities improve, fewer residents will need to drive to their nearest station/stop as they will be easier to access by other means. On this basis the city council supports the premise that developing park and ride will not be supported in congested urban centres or within 3 miles of Birmingham City Centre. Building on this the council supports opportunities for transit orientated development and regeneration on existing and emerging park and ride sites.

Mass Rapid Transit provides a fast and reliable travel mode which can encourage more sustainable travel patterns, improve access to key employment locations and complement the City's existing bus and heavy rail public transport networks. As such, it is a key component of the BTP Delivery Plan and the BLP.

The City's Metro line between Snow Hill station and Wolverhampton has been extended to New Street Station, Centenary Square, and Five Ways Edgbaston. To augment existing local bus and heavy rail services on certain key corridors, Rapid Transit options are being considered for the route connecting Birmingham City Centre and Birmingham Airport/Solihull which would serve major growth, development and regeneration sites in the City Centre, Meadway, Bordesley Park, Birmingham Business Park and the NEC, before connecting to Birmingham Airport/Solihull. The Metro system would also serve HS2 stations, with initial extensions planned to Eastside, the Curzon High Speed 2 station and Adderley Street.

Consideration is also being given to the introduction of alternative rapid transit systems including bus rapid transit and very light rail, with a range of corridors identified in the BTP Delivery Plan. Such services would be fast and reliable, operate with high quality vehicles and have priority use of the highway network. Key priority routes include Cross City Bus Programme (Packages 1-6), Dudley Road Major Scheme, Sutton Gateway Phase 1, and A45 Birmingham to Solihull Corridor (Sprint and Active Travel Corridors).

Interchange between modes will be strongly supported, with good access for pedestrians and cyclists forming key elements of all scheme proposals, including the implementation of Mobility Hubs to facilitate seamless interchange between modes. The design of bus rapid transit routes will be undertaken to not preclude future Mass Rapid Transit operations.

Issues and Options consultation responses

There were 86 individual comments about Connectivity during the Issues and Options consultation. In the context of Public Transport this is a summary of the comments:

- Most comments were supportive of the principles of the BLP, BTP and the emerging BTP Delivery Plan
- There is a need for a comprehensive public transport / walking cycling system in place before people are tempted from cars including Places for People
- Reallocation of road space is a must
- The following suggestions as to how public transport can be improved were made:
 - more trams (Metro)
 - regular, cheap, clean and reliable
 - free or highly subsidised at off peak times
 - more integrated park and ride schemes
 - free parking at Longbridge; parking controls
 - combined ticketing across modes – one ticket for a single journey
 - improve integration of buses and routes based strategic objectives and not profit

- free buses within 3-mile radius of city centre
- BLP needs to be more ambitious
- re-regulate the buses
- real time information at all bus stops
- integration of cycling and public transport and more cargo bikes
- more water buses on canals
- more EV will be cleaner but will still want road space and parking for cars
- a new bus station in Sutton Coldfield

Alternative policy options considered

No policy alternatives were considered as ensuring a sustainable transport system is critical to achieving sustainable development which is the over-riding objective of the planning system.

CY4 Freight

Introduction

The safe and efficient distribution of goods and services is vitally important for Birmingham's social and economic health. At the time of writing (2023), vehicular freight accounts for 17% of traffic on Birmingham's roads, of which approximately three quarters are light goods vehicles (vans).

Policy CY4 Freight

- **FREIGHT DECARBONISATION** - The urgent decarbonisation of freight will be prioritised, to respond to the climate emergency. Transfer of strategic and local freight movements from high carbon modes of transport to sustainable modal alternatives will be supported and encouraged.
- **FREIGHT CONSOLIDATION AND LAST MILE DELIVERIES** – In support of an increasingly efficient freight delivery system for the city, Birmingham City Council will actively support initiatives to consolidate freight deliveries, such as consolidation centres and parcel lockers for example, as well as supporting greater use of low and zero-carbon modes of transport for last mile deliveries, such as cargo bikes. The Council will integrate these measures as appropriate, into the development of a comprehensive network of Mobility Hubs improving transport modal integration and encouraging greater use of sustainable modes for local 'last-mile' deliveries.
- **LOCATION OF FREIGHT HUBS** - Developments which generate large volumes of freight traffic or involve the transport of bulk raw materials (such as aggregates) must be designed to limit their environmental impact and maximise operational efficiency. They should be in proximity to the Strategic Road Network, strategic rail freight facilities, and/or wharves, as appropriate, to minimise their environmental impacts. Planning conditions and obligations will be used to define and agree suitable traffic routes and the need for other necessary environmental and traffic management controls.
- **MODAL CONTROLS** – Widespread use of motorised vehicles to distribute freight in residential areas and the city centre is a known cause of road safety issues and unsustainable on environmental grounds. The Council will impose restrictions on the size and type of vehicles which can access residential areas, as well as access restrictions at certain times of the day to address this.

Reasoned justification

The safe and efficient distribution of goods and services is vitally important for the social and economic health of the city. All that we consume, buy or use has, at some point, been part of the freight distribution system, which contributes directly towards market diversity and consumer choice, with deep and far-reaching impacts upon the performance of the local economy.

The response to the climate emergency steers the need for the freight distribution system to be fully decarbonised, moving away from reliance on fossil fuels towards alternative, sustainable transport modes.

Currently, there are several freight facilities located in inner city areas across Birmingham, which cause problems by attracting increased heavy vehicular traffic which impacts upon road safety, as well as local environmental deterioration. Birmingham City Council will actively support proposals to relocate these facilities away from the inner city towards more appropriate locations, where opportunities arise.

Road haulage accounts for the bulk of freight movements within Birmingham, and whilst overall volumes are increasing, the way that freight is transported around the city is changing. Heavy Goods Vehicles (HGVs) make up less than 5% of Birmingham's traffic, and Birmingham City Council will seek to actively limit their penetration into urban areas to A and B Class roads, or specifically designated access routes to industrial areas, on road safety and environmental grounds.

Most of the freight is currently transported around the city using Light Goods Vehicles (LGVs). Whilst this method of transporting freight reduces operational costs and supports just-in-time delivery models, widespread use of this mode, as a result in the growth of Internet shopping, has come at a price. There have been significant uplifts in vehicular traffic in local neighbourhoods, with corresponding deterioration in local road safety and environmental quality.

Birmingham and the West Midlands is a major hub and through route for freight. Nationally significant freight distribution centres at Hams Hall and the emerging i54 development offer direct rail freight links to strategic locations across the UK and enable the modal transfer of freight. For trunk (long distance) hauling of larger volumes of freight, the aim is to shift this from road to rail to reduce HGV movements. The aim for smaller volumes over shorter distances is to shift from HGV/LGV to smaller vehicles, including low and zero-carbon modes of transport.

Proposals to deliver major rail capacity improvement, such as Midlands Rail Hub, offer the potential to enable more strategic freight to be transported by rail by releasing valuable network capacity, contributing significantly towards the decarbonisation of regional and national freight movements.

Many freight operators are actively seeking to decarbonise their operations. Zero-carbon delivery methods such as cargo bikes are an increasingly common sight in Birmingham, and widespread availability of parcel lockers (effectively, freight consolidation centres in miniature) act to reduce the need for freight vehicles to attend residential addresses to make deliveries, whilst significantly improving operational efficiency. Approaches such as these have considerable potential to rapidly decarbonise freight deliveries in Birmingham, as well as improving road safety and the quality of the local environment, as such, initiatives such as these will be welcomed and supported, including as part of a comprehensive network of Mobility Hubs to be delivered across Birmingham.

Issues and Options consultation responses

A single comment was received about freight during the Issues and Options consultation, which focussed upon the need to ensure freight connectivity.

Alternative policy options considered

No policy alternatives were considered as ensuring a sustainable transport system is critical to achieving sustainable development which is the over-riding objective of the planning system.

CY5 Network Management

Introduction

The Council maintains a vast asset of almost 2500 kms of roads across Birmingham. This network excludes the motorway and trunk route network, which is managed by National Highways.

Growth in car ownership and use has resulted in increased congestion, poor air quality, community severance and increased road traffic collisions. The Network Management Plan sets out how the Council, as the Local Highway Authority will meet its statutory network management duty obligations as set out in the Traffic Management Act (2004) to reverse this trend.

The Network Management Plan includes objectives and the processes that the Council will follow to manage the operation, performance and development of the road network, in alignment with the Birmingham Transport Plan (BTP) and the West Midlands Local Transport Plan.

Policy CY5 Network Management

The efficient, effective and safe use of existing highway infrastructure, as required by the Traffic Management Act (2004) will be encouraged through the delivery of the BTP and its Delivery Plan. This will support reallocation and removal of road space from general traffic. This strategic approach is necessary to tackle car dependency and support the decarbonisation of Birmingham's transport networks, to respond to the challenges posed by climate change and to support sustainable growth, as set out in the BTP.

This approach will be promoted through the following policies aligned to the principles of the BTP and its Delivery Plan, and set out in more detail in the Birmingham Network Management Plan:

- The majority of vehicular traffic will be accommodated on the A-road network, with traffic management measures used to limit unnecessary access for vehicular traffic on B, C and Unclassified roads. Public transport will be prioritised where possible and appropriate through road space reallocation to provide separated bus priority measures.
- Infrastructure for public transport, pedestrians and cyclists will be protected from obstruction, including inappropriately parked vehicles through the introduction of parking controls to comply with the rules of the road.

- The highway network will be designed and/or retrofitted using the Healthy Streets approach to prioritise public transport and active travel modes above general traffic, to comply with posted speed limits and reduce the risk of road harm.
- The use of traffic signals and signalised crossings should normally be limited to A-class roads and on other classes of road where there is a need to provide specific improvements for certain priority movements. Traffic signals and signalised crossing may be appropriate to resolve road safety issues but only in conjunction with a package of measures that prioritise active travel and public transport measures. Where traffic signals and signalised crossings are provided, these should be located as close as possible to active travel movement desire lines. Traffic signals will be optimised to provide priority to public transport and active travel modes, whilst maintaining movement of other traffic.
- On A-class roads, where available highway space is constrained, it may not be feasible to provide separated infrastructure for both public transport and wheeled active travel modes alongside strategic general traffic. Where this is the case, public transport will be prioritised on A-class roads. Safe, direct parallel routes should be provided for wheeled active travel modes.
- The planning and location of new development must support BTP principles, the Birmingham Network Management Plan and other relevant policies, strategies and guidance. Transport Assessments/Statements and Travel Plans will be required, as necessary, in line with the relevant national guidance. Developments will be expected to contribute towards a range of appropriate mitigation measures, including Mobility Hubs (and car club) provision, infrastructure improvements for public transport and active travel, transport telematics infrastructure and systems.
- Construction of new accesses to development/redevelopment sites should respect the road hierarchy for new developments unless specific local conditions require an alternative approach.
- Developments are expected to make provision for servicing and loading requirements suitable to their use, their location on the highway network and appropriately sized servicing vehicles associated with that use. Developments which do not provide appropriate facilities for loading and servicing, which would subsequently impact on safety or capacity on the highway network will not be supported.

Highway Improvement Lines

To assist in delivering several aspirational highway improvements, the City Council will maintain a small number of Highway Improvement Lines (HIL). The purpose of a HIL is to protect land required for public transport, active travel and highway schemes from other development(s). To avoid the unnecessary and costly sterilisation of land, HILs will only be maintained:

- On A and B class roads where improvement is proposed.
- When required for specific schemes not on A and B class roads but identified in a current programme.
- Exceptionally, when it is appropriate for the proper planning of an area to introduce or maintain a HIL for a scheme even though it is not in a current programme.
- For the provision of appropriate public transport infrastructure, targeted highway improvements and active travel facilities.

HILs will continue to be reviewed to ensure they reflect the transport priorities of the BLP and BTP. It is the City Council's intention to progressively revoke past HILs as and when detailed A and B road proposals are adopted (or delivered). Where new locations for improvements are identified, the City Council reserves the right to impose HILs in line with guidance and statutory processes. Moreover, HIL Schemes will be protected for public transport and active travel improvements. Development(s) that would prejudice the proposed highway improvement will not be permitted.

Reasoned Justification

Statutory Duties

The Council, as the Local Highway Authority, has a statutory network management duty, specified under Section 16 of the Traffic Management Act 2004 (TMA). This requires the council to secure the expeditious and efficient movement of traffic on its road network, where traffic is interpreted as all modes of transport, inclusive of pedestrians, and those of neighbouring Local Highway Authorities, in alignment with the Council's other obligations, policies and objectives.

The Council is required to appoint a nominated Traffic Manager, and to define and set out the following policies by which it will exercise its network management duty:

- Road and modal hierarchy
- Network management and coordination
- Enforcement
- Monitoring and review.

Network Management Plan

The NMP is the Council's response to the statutory network management duty, to make the most efficient use of the highway network. The Council is required to deliver its network management duty in alignment with obligations, policies and objectives. There are approximately 25 Acts of Parliament setting out over 150 statutory duties (obligations) which must be considered when managing the city's road networks. The Birmingham Transport Plan (adopted 2021) sets Birmingham's strategic transport policies and objectives, setting the context and direction for delivery of the network management duty in Birmingham.

The Network Management Plan sets out the Council's specific policies by which the road network will be managed, to deliver the network management duty in alignment with the obligations (statute law), policies and objectives, as set out above:

- Road and transport modal hierarchy – The plan defines how different road classifications (A, B, C class and unclassified roads) will be prioritised and managed differently, managing demand to reflect their intended strategic purpose, and ensure efficient flow of traffic - inclusive of pedestrians - around Birmingham.

The Network Management Plan will be used by the Council to define and enhance the distinction of the road network user hierarchy, to create a network which is intuitive for all. It will maximise the effectiveness of the designated A-road network by adopting the principles of the BTP, providing priority and road space reallocation for public transport and active travel, whilst implementing appropriate parking supply management and enhanced on-street controls.

The A class road network in Birmingham represent some of the most important and busiest metropolitan roads within the West Midlands, operating at agreed

performance standards. This prioritised network serves strategic demand flows of people and freight across the metropolitan area and provides connections to the national Strategic Road Network (motorways and trunk routes). It provides good access for businesses reliant on road-based transport and uses highway capacity effectively to cater for movement by rapid transit and core bus routes.

On B and C class and unclassified roads, the presumption is that local considerations should predominate in any decision regarding the road's use and management. The road user hierarchy, together with considerations including environmental impact, road harm reduction, pedestrian and cyclist needs, access control and the function of the road will be principal factors in planning future development and highway design and in determining planning applications.

The standardisation of road speed limits across the Birmingham to 30mph or less aligns with the commitment to deliver a safe system for Birmingham where the incidence of collisions resulting in fatal or serious injuries is removed. For all local roads (B and C class, and unclassified roads) 20 mph speeds will continue to be implemented as part of a gradual rollout, through the delivery of the BTP. There is a significant body of evidence which proves that reducing vehicular speed limits to 20mph on local roads has a disproportionately positive impact on the incidence of fatal and serious injuries from road traffic collisions.

- Network management and coordination – The plan sets out a range of complementary policies that will be followed to manage planned events including road works, enabling (re)development and highway maintenance, for example. It also defines management policies for unplanned events such as road traffic collisions and severe weather. Examples of these policies include proactive travel demand management to support modal shift, strategic re-routing (diversions), permit schemes and parking/loading demand management.

The Council recognises that the supply of parking capacity is a key determinant in vehicular traffic generation and growth. Parking supply must be strictly managed to reverse the increase in private vehicular traffic on local roads and to support modal shift towards public transport and active travel. This will act directly to reduce congestion and improve the expeditious movement of traffic. Birmingham's Parking SPD provides guidance on appropriate levels of parking supply for various land uses. These are set out as maximum provisions, whereas cycle, motorcycle and disabled car parking standards are provided as minimum standards. The Council will take account of whether there are any specific circumstances, related either to the site or the operation of the development, which may support a locally specific deviation from this adopted policy.

- Enforcement – In order to protect the efficient movement of traffic around Birmingham's Road network, it is necessary to enforce the rules of the road. The Network Management Plan sets out the policies which will inform how enforcement will be used to support the network management duty. The Council has powers to enforce parking and moving traffic offences under Part 6 of the Traffic Management Act (2004), whereas the enforcement of vehicular traffic speeds is the exclusive remit of the Police.
- Monitoring and Review – The Plan clarifies how the Council will monitor the effectiveness of its Network Management Plan to meet its network management duty. The use and function of Birmingham's Road network is constantly evolving, and so it is necessary to regularly review the effectiveness of adopted policies. This ensures that policies remain fit for purpose, supporting the road network to maintain its vital socio-economic role for the city.

Issues and Options consultation responses

There were 86 individual comments about Connectivity during the Issues and Options consultation. In the context of network Management this is a summary of the comments:

- Most comments were supportive of the principles of the BLP, BTP and the emerging BTP Delivery Plan
- More local transport link improvements to speed access to City Centre for more citizens
- More emphasis on community safety as well as strategic transport priorities
- Reallocation of road space is a must
- 15-minute neighbourhoods are essential part
- Move towards Places for People must be managed carefully not to damage business
- Management and regulation of e-bikes and e-scooters
- Consider the needs of people with mobility issues who cannot readily use cycles or public transport.

Alternative policy options considered.

No policy alternatives were considered as ensuring a sustainable transport system is critical to achieving sustainable development which is the over-riding objective of the planning system.

CY6 Digital connectivity

Introduction

High quality digital connectivity is essential for economic growth and social well-being. This policy seeks to ensure that new developments are constructed with appropriate digital infrastructure that will meet both existing and future communication needs of all residents and businesses, enabling Birmingham to become a leading world-class digital city.

Policy CY6 Digital connectivity

All new development should provide gigabit capable connectivity to all its end users through full fibre connection unless an affordable ultra-fast broadband alternative is made available. In locations where gigabit and full fibre connectivity are not currently available:

- i. Developers will be expected to demonstrate that they have engaged with a range of providers to upgrade infrastructure to deliver gigabit capable connectivity; and
- ii. Where one or more providers have agreed to provide this, the development should be designed to connect this service to all its end users; or
- iii. Where no agreement can be reached to provide gigabit connectivity at the present time, the development will be expected to provide additional dedicated telecommunications ducting to enable the provision of ultra-fast broadband or full fibre connectivity in the future.

In all cases, development should demonstrate how it will meet the requirements of this policy through a Broadband Connectivity Statement submitted with the planning application.

Reasoned justification

High Quality digital connectivity is a fundamental part of how society functions and should be considered a local priority in order for Birmingham to maintain its international and

competitive edge. The use of such technologies is likely to increase exponentially over the plan period, therefore investment in this infrastructure is essential and will support job growth in emerging sectors, for example creative industries in Digbeth. Focusing on these technologies will lead to sustainable growth, improved social well-being and reduced pressure on transport networks, as residents are empowered to live in a dynamic nature and buildings are used in an increasingly adaptive way.

Proposals for new commercial and residential developments should include appropriate infrastructure to provide high speed ubiquitous internet access. Adopting this approach will prevent the need for fibre retrofitting in the future, which has significant cost implications and causes considerable disruption through road works. This aligns with project Gigabit which targets full fibre connectivity across the whole country by 2033, but with a focus that new build homes have access to the very best connectivity available (Ultra-Fast or full fibre broadband connection offers speeds of up to 1 gigabit per second). This policy approach would reduce digital exclusion in Birmingham, with full fibre coverage being inconsistent across the city at only 48%.

Removing barriers and encouraging the expansion of electronic communications networks, such as 5G, in planning decisions will also reduce the reliance of wired services and will encourage the use of digital technology at any time and any place. The Government's project Gigabit targets the majority of the population to have access to 5G networks by 2027. Adopting an approach that encourages the use of these advanced networks will enable Birmingham to capitalize on the estimated UK-wide economic productivity benefit of £159bn by 2035 (UK Wireless Infrastructure Strategy 2023)

At the regional level, the West Midlands Combined Authority Digital Roadmap outlines that the shift to work from home has intensified pressures on digital connectivity and has highlighted the challenges faced by digital exclusion, including children being unable to access learning from home. The statistics sourced from this study show that 1/5th of the population within the WMCA do not have access to the internet (the highest in the UK) and also suffers from insufficient full fibre coverage and mobile connectivity. The preferred policy approach within the Birmingham Local Plan will support the digital goals of the WMCA by:

- Providing digital access for residents, supporting future digital opportunities
- Assist the WMBCA in the goal of becoming the UK's best-connected region
- Using digital services to build a fairer, greener and healthier region

The City Council recognises that digital connectivity is an area where change is rapid and therefore demands and minimum standards will evolve. Developers will be required to demonstrate through a broadband connectivity statement that they have sourced the best current digital technology available when submitting a planning application. This will ensure that developments are future proofed for decades to come and will support innovation across the city. These aspirations are set out in the documents 'Birmingham Smart City Vision and 'Blueprint for a smart city' which describe the interconnectivity and mutual dependencies between these digital goals and Birmingham's ability to encourage sustainable economic growth, reduce its carbon footprint and have a positive impact on peoples lives.

The Broadband Connectivity Statement should include evidence of the ultra-fast broadband and full fibre connectivity at the site. This will take the form of connectivity assessments or similar proof, from at least two broadband infrastructure providers, which will show expected broadband speeds at the development. Where an affordable alternative ultra-fast service is proposed, satisfactory evidence must be provided to demonstrate that the service will be made available to all occupiers. This aligns with the 'optimum solution' within chapter 10 of the National Planning Policy Framework which is to prioritise full fibre connections to existing and new developments. As such many urban cities and regions are developing plans to

accelerate full fibre deployment, in order for Birmingham to retain a competitive advantage, this approach should be incorporated within the new local plan.

Evidence

- National Planning Policy Framework (Chapter 10)
- Governments Project Gigabit
- Birmingham's 'Smart City Vision'
- Birmingham's 'Blueprint for a Smart City'
- West Midlands Digital Roadmap
- UK Wireless Infrastructure Strategy 2023

Issues and Options Consultation Responses

All who responded on this matter (100%) agreed that new development should make provision for future-proofed digital infrastructure, especially as working from home is now the norm and reduces the need to travel but also helps with mirco-mobility hubs.

82% of those that responded said that all developments should be required to meet an accredited standard for digital connectivity with only 18% disagreeing with the statement.

The Canal & River Trust suggested that providers can use the canal towpath network for infrastructure.

Alternative policy options considered

Option 1: Continue to maintain current policy approach. The digital communications policy, TP46 of the BDP although mostly comprehensive, does not detail minimum digital connectivity standards or statements that are expected from developers. This risks the best digital infrastructure from being provided within developments. This risks Birmingham losing its competitive edge and not meeting the digital requirements of all residents in the city.

Implementation and Monitoring

Developer Contributions and Community Infrastructure Levy

Introduction

New development across the city will be expected to deliver or make a contribution to the cost of providing what infrastructure is necessary to support that development.

Policy IM1 Developer contributions and Community Infrastructure Levy

Planning Obligations will be sought to mitigate the impact of unacceptable development to make it acceptable in planning terms where:

- They are necessary to make the development acceptable in planning terms;
- They are directly related to the development; and
- They are fairly and reasonably related in scale and kind to the development.

Development will be expected to provide infrastructure to address the impact of that development on the area.

Reasoned justification

These contributions will be sought in line with the Community Infrastructure Regulations 2010 (as amended) or any successor regulations/guidance.

The City Council will, where appropriate, seek to secure site specific measures through planning obligations. The nature and scale of any planning obligations sought will be related to the form of development and its potential impact on the site and surrounding area.

Infrastructure and mitigation measures will be provided in a timely manner to support the objectives of the Local Plan and will ensure any new developments will provide the infrastructure, facilities, amenities and any other benefits which are necessary to support and serve the development, and to offset any consequential planning loss to the local area which may result from the development.

Developer contributions in the form of the Community Infrastructure Levy will contribute towards strategic infrastructure to support the overall development in the Local Plan.

Planning Obligations

Such obligations under Section 106 of the Town and Country Planning Act 1990 (as amended) will continue to be used as a mechanism to make development proposals acceptable in planning terms, that would not otherwise be acceptable. Section 106 agreements will be used to secure affordable housing, and on site public open space in residential development, ensure the development or use of land occurs in specific ways; and require specified operations or activities to be carried out. They will also be used to secure First Homes, Biodiversity Net Gain and transport improvements, and any other requirements as set out in regulation/legislation.

Community Infrastructure Levy

The Community Infrastructure Levy (CIL) allows local authorities in England and Wales to raise funds from developers undertaking new building projects in their area. The CIL is a set levy based upon the type of use and floorspace proposed and provides a standardised method for calculating contributions.

The money can be used to fund a wide range of infrastructure that is needed to support the delivery of the Local Plan. This includes, but is not limited to, new or safer road schemes, flood defences, schools, park improvements, green spaces and leisure centres.

The City Council will continue to keep the CIL charges under review throughout the Local Plan period.

Monitoring and Review

Introduction

The implementation and effectiveness of the strategic policies and key indicators will be monitored on an annual basis following the adoption of the Birmingham Local Plan. The results of each year's monitoring will be set out in the Authority Monitoring Report.

Policy IM2 Monitoring and Review

Monitoring of the Birmingham Local Plan will be undertaken on an annual basis through the Authority Monitoring Report (AMR). Where the AMR identifies that all of the policies of the Birmingham Local Plan are being met, a review of the plan will take place five years after the adoption date and will be undertaken in accordance with the requirements of national planning policy at that time.

If the five-year review identifies that the plan is up to date and remains in accordance with national planning policy then it will not be updated. Further annual reviews will then take place and the plan will be updated only when it is no longer in accordance with national policy, or if the AMR indicates that the key indicators listed below are no longer being met.

The following AMR key indicators will also identify when an early review of the plan within the first five years of adoption will be required:

- Failure to demonstrate a five-year housing land supply for three monitoring years in a row;
- Failure to pass the government's Housing Delivery Test for three years in a row;
- Housing completions fall more than 10% below the targets in the housing trajectory for three years in a row;
- Failure to provide a minimum 67 hectares of readily available industrial land for three years in a row;

Reasoned Justification

The NPPF require local planning authorities to monitor their housing delivery against the requirements of the strategic policies in the Local Plan, although the December 2023 NPPF no longer requires a five-year housing land supply to be demonstrated within five years of the plan's adoption date. The City Council however determines that maintaining a five-year housing land supply is a key indicator of the effectiveness of the plan and so will continue to report on it annually post-adoption to determine whether or not the plan requires updating.

This approach will also future proof the Birmingham Local Plan against any future updates to national planning policy which reinstate this requirement. The Housing Delivery Test has also been included as this also provides a good indication of the effectiveness of the Local Plan. Other key indicators of the Birmingham Development Plan relating to housing completions and the provision of industrial land have been carried forward into this proposed new policy, but have been updated to be in line with the new Birmingham Local Plan policy requirements.

Alternative policy options considered

As monitoring and review are integral to plan-making and implementation no other policy options have been considered.

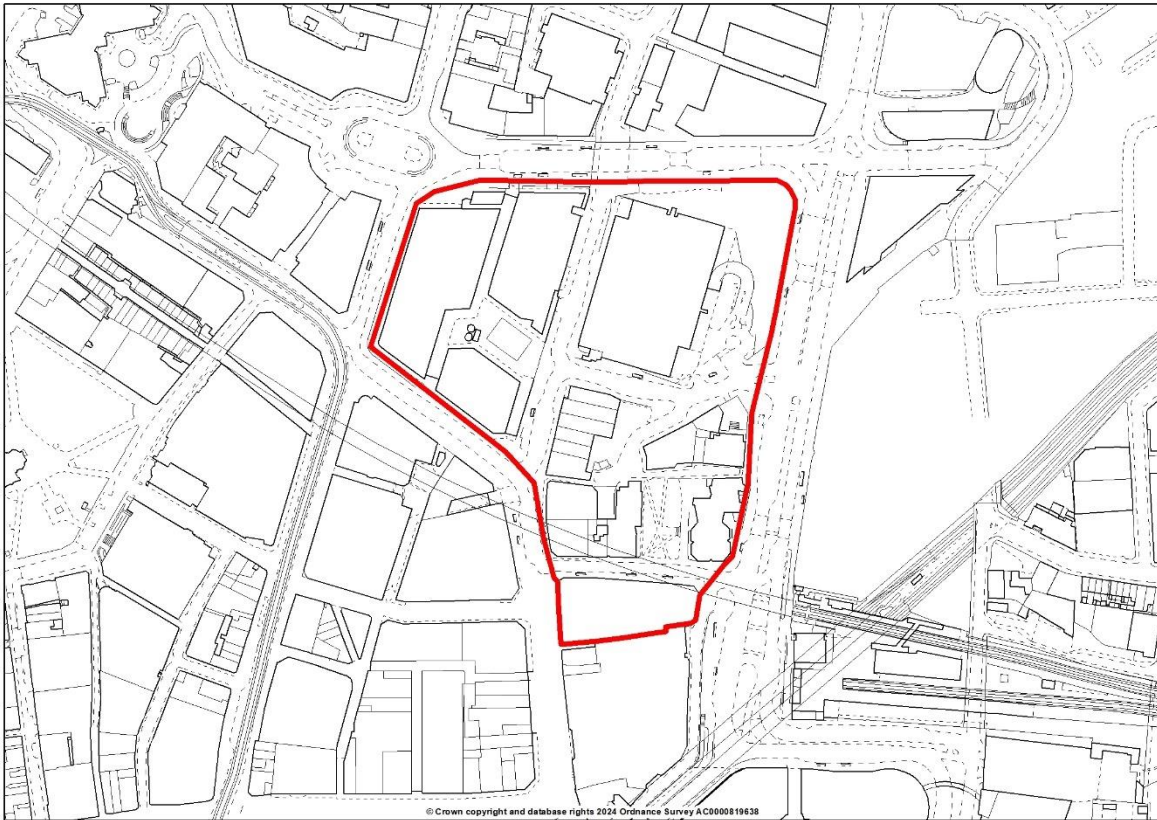
Appendix 1 – Site Allocation Information

Growth Zone 1: Park Birmingham

Martineau Place and Carrs Lane

| | |
|------------------------------------|--|
| HELAA 2023 Site Reference | C219, 2661 and 3030 |
| Growth Zone | Park Birmingham |
| Site name | Martineau Place & Carrs Lane |
| Site address | Land bounded by High Street, Bull Street, Corporation Street, The Priory Queensway, and Moor Street Queensway |
| Ward | Ladywood |
| Site area | 4.8 hectares |
| Existing use(s) | Mixed use, predominantly retail and commercial uses |
| Proposed use(s) | Mixed use – residential, commercial, leisure, retail and hospitality (hotel) |
| Indicative capacity | 2,000 dwellings |
| Development timeframe (HELAA 2023) | 0-5 years = 13 dwellings (HELAA site 2661) 5-10 years = 560 dwellings (part of HELAA site C219) 10-15 years = 560 dwellings (part of HELAA site C219) 15+ years = 867 dwellings (remainder of HELAA site C219, and the remaining site allocation capacity) |
| Supporting documents | Our City Central Birmingham Framework (2024) Curzon Masterplan (2014) |
| Reasons for allocation | Identified in the Our City Central Birmingham Framework and the Curzon Masterplan as a development opportunity. Outline consent under planning application 2019/05900/PA for the redevelopment of the northern part of site for mixed use development. |
| Constraints | 35-37 Carrs Lane (Powell’s Gun Shop): Grade II listed Church of St Michael, Moor Street Queensway: Grade II listed Moor Street to Snow Hill rail tunnel – tunnel runs under the site Birmingham East Metro Extension – route runs through the site Public Right of Way (no.2,780) – footpath at New Meeting St Public Open Space Carrs Lane |
| Site requirements | <ul style="list-style-type: none"> • Ground-floor activity (commercial, retail and leisure uses accommodated on ground floors) • Improved pedestrian sight lines, block permeability and public realm connectivity to Moor Street to the southeast, New Street to the west, HS2 Curzon Street Station Square to the east and the adjacent Moor Street Queensway bus interchange. • Active travel flows through the site to connect northward into the city centre, in particular toward High Street and Dale End. |

- Provision of a landmark building fronting Moor Street Queensway providing a high quality gateway to the city centre from Curzon Street Station and Eastside.

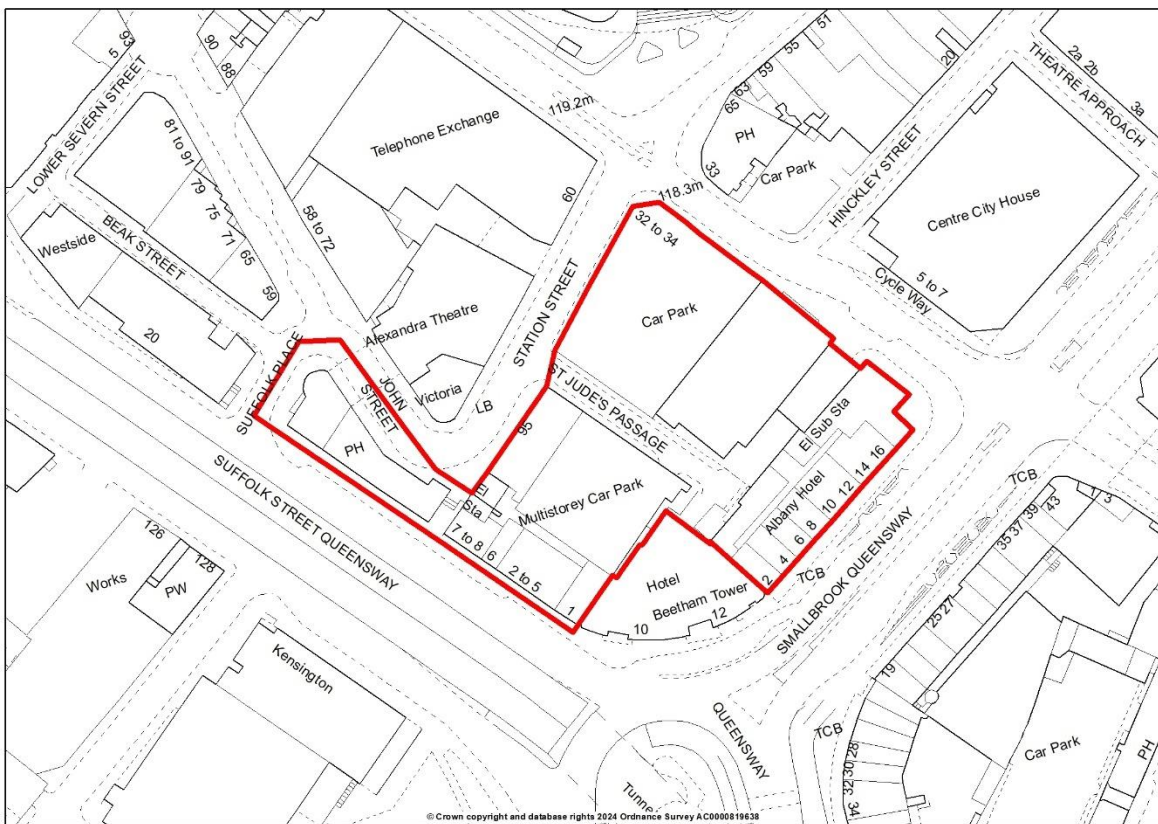


Growth Zone 2: Western Gateway

Suffolk Street Queensway

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| HELAA 2023 Site Reference | 3033 |
| Growth Zone | Western Gateway |
| Site name | Suffolk Street Queensway Major Development Site |
| Site address | Land bounded by Suffolk Street Queensway, Hill Street, Station Street and Suffolk Place |
| Ward | Ladywood |
| Site area | 0.88 hectares |
| Existing use(s) | Mixed use – theatre, retailing and various commercial uses with multi-storey car park. |
| Proposed use(s) | Mixed use leisure, commercial and residential |
| Indicative capacity | 240 dwellings Min 1,290sqm commercial, hotel (Use Class C1) minimum 8,333sqm |
| Development timeframe (HELAA 2023) | 15+ years |

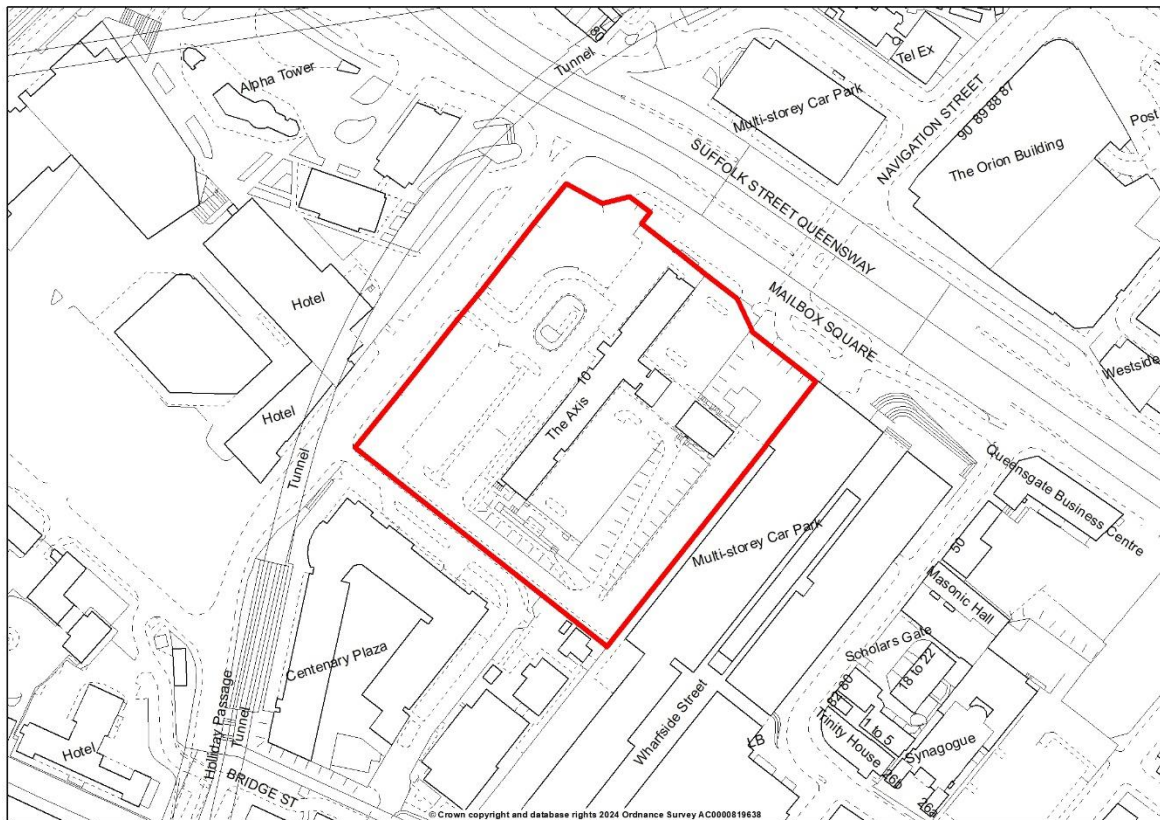
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| Supporting documents | Our City Central Birmingham Framework (2024) |
| Reasons for allocation | Part of the site to the north (at corner of Station Street and Hill Street) was granted planning permission in 2016 for a new hotel with ancillary retailing. This proposal did not come forward and has since lapsed. This part of the site has been cleared and is currently being used as a temporary car park. |
| Constraints | None |
| Site requirements | <ul style="list-style-type: none"> Public open space adjacent to the theatre entrance to improve customer capacity. Provision of footway/cycleway connections through the site. Positively contribute to entrance/ gateway into New Street and key route to Southside |



Former Axis Building

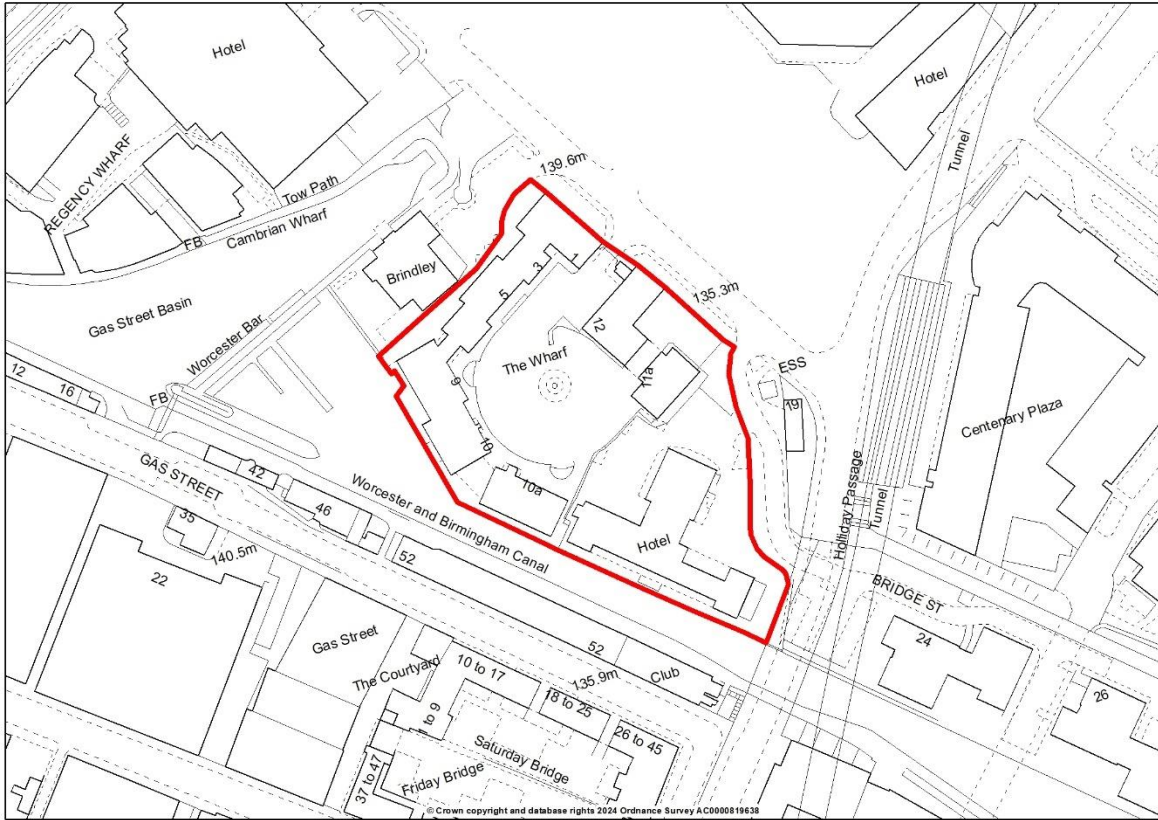
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| HELAA 2023 Site Reference | 2469 |
| Growth Zone | Western Gateway |
| Site name | Former Axis Building |
| Site address | Land at Holliday Street and Suffolk Street Queensway |
| Ward | Ladywood |
| Site area | 1.49ha |
| Existing use(s) | Vacant site |

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| Proposed use(s) | Mixed use including residential |
| Indicative capacity | 506 |
| Development timeframe (HELAA 2023) | 5-10 years |
| Supporting documents | Our City Central Birmingham Framework (2024) |
| Reasons for allocation | Recently cleared for redevelopment. Outline planning permission granted in 2017 for a mix of uses including commercial, residential and retail accommodated in three new buildings. Unknown whether this scheme will still progress. |
| Constraints | Tree Preservation Order 1590 |
| Site requirements | <ul style="list-style-type: none"> • The site occupies a prime position between Arena Central Quarter, Centenary Square and the Mailbox. It fronts onto Suffolk Street Queensway and is in close proximity to New Street Station and Gas Street Basin. It has potential to help deliver wider connectivity benefits around this area, creating better linkages between at present disjointed parts of the city centre. • Opportunities for urban greening/provision of green infrastructure on the boundary fronting the Queensway can be explored to 'anticipate' future delivery of the Greenway ambition along this corridor. • Active frontages onto the Queensway boundary encouraged when considering site layout. • Cycleway improvements linking Holliday Street and the Mailbox entrance off Suffolk Queensway. |



The Wharf, Gas Street Basin

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| HELAA 2023 Site Reference | 3028 |
| Growth Zone | Western Gateway |
| Site name | The Wharf, Gas Street Basin |
| Site address | The Wharf Business Park, Bridge Street |
| Ward | Ladywood |
| Site area | 0.9ha |
| Existing use(s) | Mixed use – hotel and various commercial/office units |
| Proposed use(s) | Mixed use including residential and commercial (office) uses, hotel uses retained |
| Indicative capacity | 360 dwellings Min 3,923sqm commercial |
| Development timeframe (HELAA 2023) | 15+ years |
| Supporting documents | Our City Central Birmingham Framework (2024) |
| Reasons for allocation | Identified for redevelopment in Our City Central Birmingham Framework. |
| Constraints | SLINC (Birmingham and Worcester Canal) on southern boundary. |
| Site requirements | <ul style="list-style-type: none"> • Connectivity improvements to the canal, either directly as part of their layouts or indirectly through off-site planning obligations (i.e. S106 Agreements). • Improvements to footway/cycleway connections linking the site to the canal, Arena Central and existing highway network. • Active frontage onto the canal taking into account its heritage and nature conservation value. |



Town Hall Car Park

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| HELAA 2023 Site Reference | 3039 |
| Growth Zone | Western Gateway |
| Site name | Town Hall Car Park |
| Site address | Town Hall Car Park, Brunel Street |
| Ward | Ladywood |
| Site area | 0.3ha |
| Existing use(s) | Car park |
| Proposed use(s) | Mixed use commercial and residential |
| Indicative capacity | 120 dwellings Min 19,163sqm commercial |
| Development timeframe (HELAA 2023) | 15+ years |
| Supporting documents | Our City Central Birmingham Framework (2024) |
| Reasons for allocation | Identified as development opportunity in Our City Central Birmingham Framework. Site is in BCC ownership. |
| Constraints | Statutory listed building (Grade II) Birmingham New Street Signal Box – to eastern boundary of site. |
| Site requirements | <ul style="list-style-type: none"> Site would be appropriate location for high density residential + commercial scheme, in the form of a stepped tower (min 9 storey to max of 35 storeys) providing at least |

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| | <p>22,436sqm of residential floorspace and 19,163sqm of commercial floorspace</p> <ul style="list-style-type: none"> • Provision of open green space/communal open space in the form of roof terraces. |
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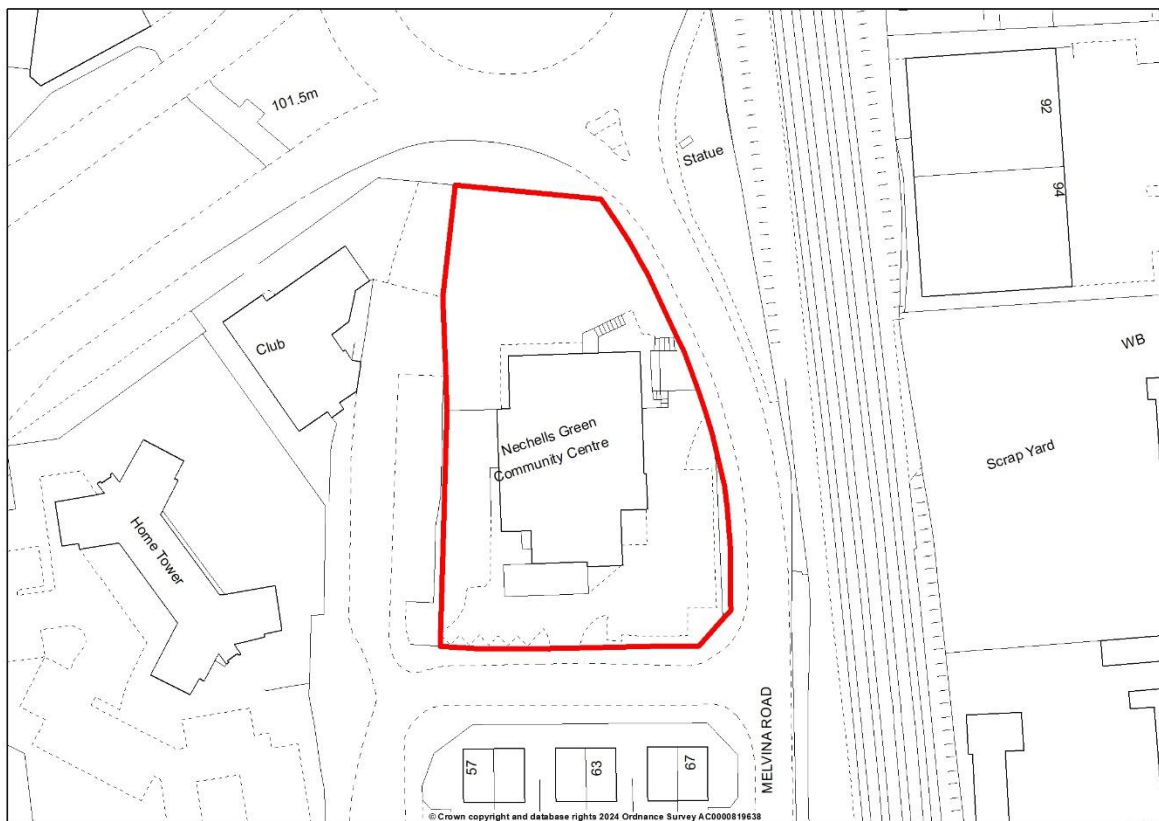


Growth Zone 3: Nechells

Nechells Community Centre

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| HELAA 2023 Site Reference | 2344 |
| Growth Zone | Nechells |
| Site name | Nechells Green Community Centre |
| Site address | Melvina Road, Nechells, Birmingham B7 4QU |
| Ward | Nechells |
| Site area | 0.36 hectares |
| Existing use(s) | Community Centre |
| Proposed use(s) | Residential |
| Indicative capacity | 64 dwellings |
| Development timeframe (HELAA 2023) | 0-5 years |
| Supporting documents | Our City Central Birmingham Framework 2024 |
| Reasons for allocation | Site has permission (2019/10274/PA) for part conversion and part demolition to convert existing community centre (D1) to 96 |

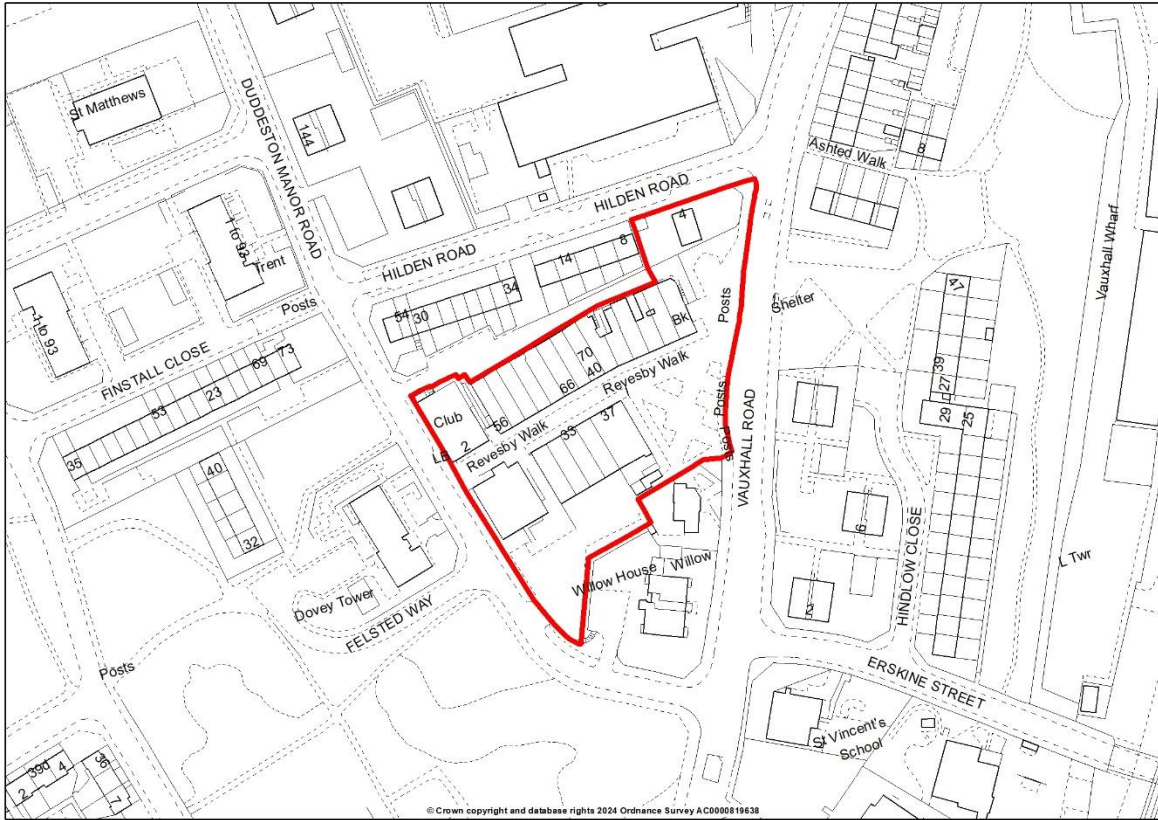
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| | bed student accommodation, contained in 64 cluster flats. The loss of the community use has therefore been accepted in principle and the site is considered suitable for residential. |
| Constraints | The site sits opposite to the Locally Listed High, Queens and Home Towers |
| Site requirements | <ul style="list-style-type: none"> • Whilst the previous permission provides for part conversion, full demolition would also be supported in principle. • Consideration should be given to the relationship with the locally listed building that sits opposite to the site. • The existing trees on the site should be retained or re-provided. • The design of the building could allow for some height, but consideration should be given to how the building interacts with the surrounding area. • Consideration should be given to improve cycling facilities within/adjacent to the site. |



Duddeston Manor Road Shops

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| HELAA 2023 Site Reference | 3046 |
| Growth Zone | Nechells |
| Site name | Duddeston Manor Road Shops |
| Site address | Revesby Walk, Nechells, Birmingham B7 4LG |
| Ward | Nechells |
| Site area | 0.95 Ha |

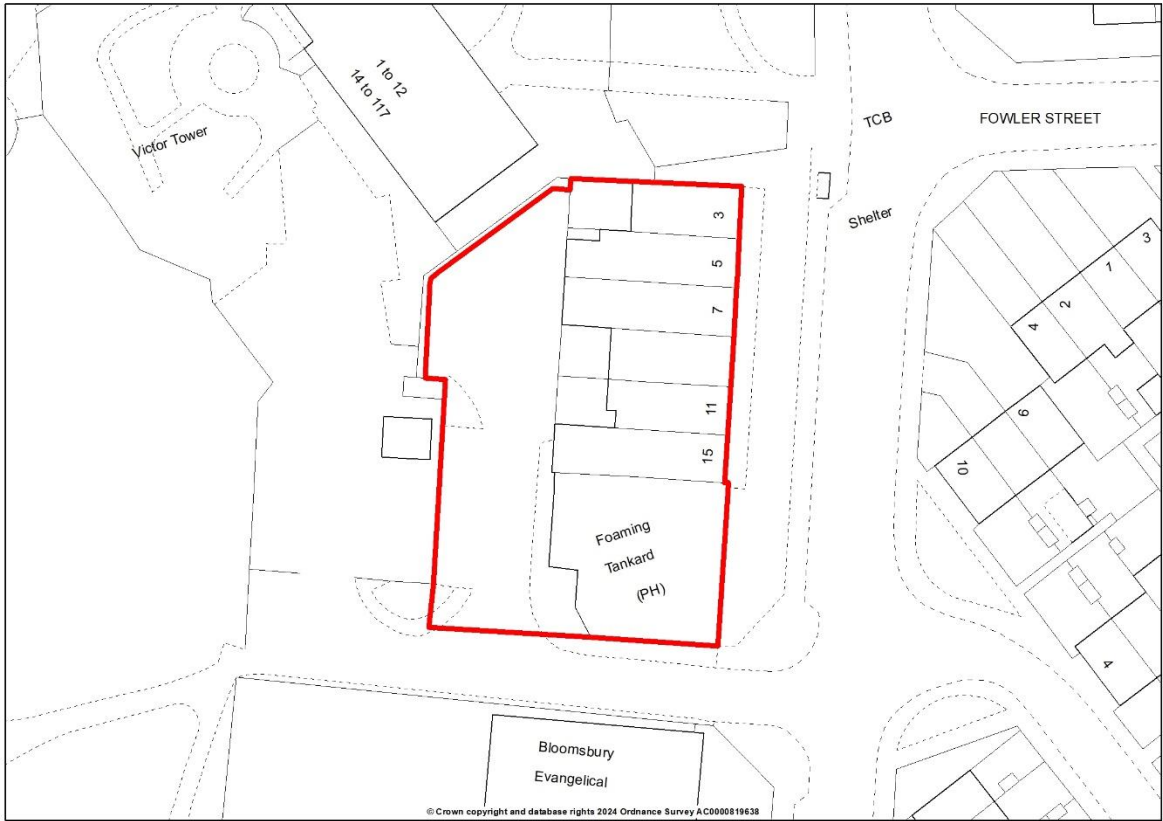
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| Existing use(s) | Commercial units with some residential above |
| Proposed use(s) | Commercial units with residential above and to the rear |
| Indicative capacity | 361 dwellings |
| Development timeframe (HELAA 2023) | 5-10 years |
| Supporting documents | Our City Central Birmingham Framework (2024) |
| Reasons for allocation | While the area clearly serves a local community need the quality of buildings is poor and investment in public realm is needed. The site includes some Council ownership, and the area could provide more homes by intensifying the site. |
| Constraints | Existing businesses would need to be relocated and/or retained, especially uses such as post office |
| Site requirements | <ul style="list-style-type: none"> • The site should be comprehensively redeveloped to provide high quality commercial units with residential above. • The public realm should be enhanced, with the inclusion of integrated green infrastructure. • The site should include the provision of a market square or public green space to provide a focal point and area for the community to come together. • The development could include building(s) of height, given the mixture of building heights in the surrounding area. • The development should include the consolidation and repurposing of space for car parking to make the best use of land. • The existing trees on the site should be retained or provided. • The design of the scheme should provide a landmark building that acts as a focal point for the community. • Ground floor uses should activate the street along Duddeston Manor Road and include uses that bring life to the area in the evenings. • The design of the buildings should maximise natural surveillance and help to create a welcoming environment for all. • The delivery of a single larger convenience retail store could be considered on the proviso that consideration is given to the relocation of existing businesses as part of the scheme. • S106 contributions towards potential walking/cycling improvements along Vauxhall Road. |



Bloomsbury Street Cluster of Shops

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| HELAA 2023 Site Reference | 3047 |
| Growth Zone | Nechells |
| Site name | Bloomsbury Street Cluster of Shops |
| Site address | Bloomsbury Street, Nechells, Birmingham B7 5BX |
| Ward | Nechells |
| Site area | 0.18 Ha |
| Existing use(s) | Small parade of local shops |
| Proposed use(s) | Commercial on ground floor and residential above |
| Indicative capacity | 12 dwellings |
| Development timeframe (HELAA 2023) | 5-10 years |
| Supporting documents | Our City Central Birmingham Framework (2024) |
| Reasons for allocation | The quality of building is poor and there is potential for investment that would provide better quality commercial premises with homes above providing a landmark for the community in this area There could be potential for a new neighbourhood heart to be developed with the inclusion of the religious building and children’s centre but this has not been included in the allocation due to the uncertainty around delivering this mix of uses. of Bloomsbury. |
| Constraints | None |

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| <p>Site requirements</p> | <ul style="list-style-type: none"> • The site should be redeveloped to provide high quality commercial units on the ground floor with residential above and to the rear of the site. • Consideration should be given to the incorporation of surrounding car parking, as part of the development opportunity to provide a larger more comprehensive redevelopment. • The delivery of a single larger convenience retail store could be considered on the proviso that consideration is given to the relocation of existing businesses within the local area. • A building of height could be considered suitable given the mix of building heights within the area. • The trees along Bloomsbury Street should be retained and incorporated into improved public realm. |
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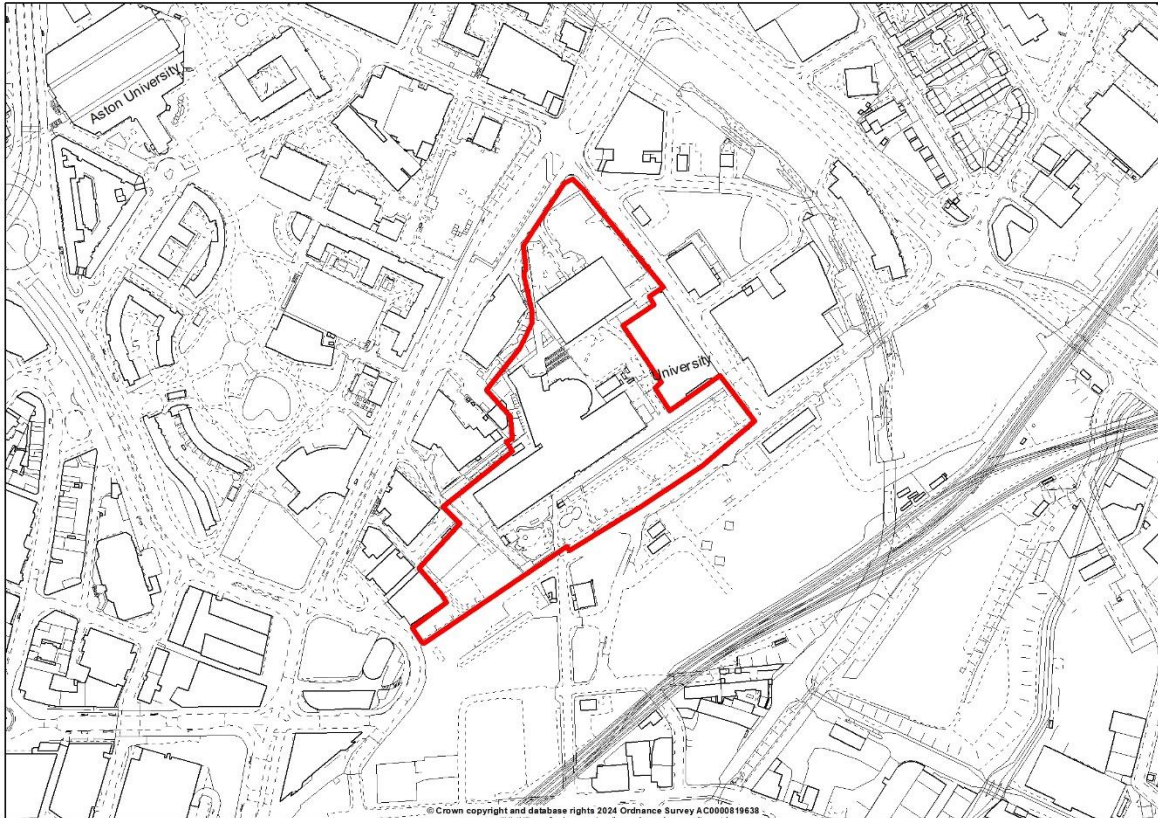


Growth Zone 4: Curzon Gateway

Millennium Point and Environs

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| HELAA 2023 Site Reference | 3027 |
| Growth Zone | Curzon |
| Site name | Millennium Point and Environs |
| Site address | Millennium Point Building, Eastside |
| Ward | Nechells |

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| Site area | 5.16 hectares |
| Existing use(s) | Mixed use – business incubator, museum and exhibition space (Millennium Point and ‘Think Tank’), education facilities, public open space, student accommodation with ancillary retail uses, multi-storey car park Land at Etna Street: site parcel is 0.1ha is currently vacant (cleared). |
| Proposed use(s) | Mixed use - retain existing educational and cultural uses, increase residential and employment capacity. |
| Indicative capacity | 2,720 dwellings |
| Development timeframe (HELAA 2023) | 15+ years |
| Supporting documents | Our City Central Birmingham Framework (2024) |
| Reasons for allocation | Identified in Our City Central Birmingham Framework. Site is mostly within BCC ownership. |
| Constraints | 7-12 Bartholomew Row (Grade II) - adjacent to Land at Etna Street |
| Site requirements | <p>Millennium Point entire site:</p> <ul style="list-style-type: none"> • Masterplan approach to full site remodelling, delivering new residential, commercial, cultural and leisure floorspace (at least 263,200sqm gross) • Masterplan should deliver improved walking and cycling connections to Aston University, and these connections should accommodate green infrastructure • Masterplan should identify a central connection through the heart, with public open space in the form of a centralised square and • Masterplan should look at opportunities to create a 'promenade' of new buildings facing/opening out onto Eastside City Park, the design of these buildings should complement the setting of the park and the neighbouring Curzon Street Station. <p>Land at Etna Street:</p> <ul style="list-style-type: none"> • Development proposals should seek to complement the Eastside Park and the new Curzon Street Train Station. • Heritage and townscape impact assessment. • Scale of the development must respond positively to the rear of the listed Christopher Wray building • Appropriate relationship with the residential block to the north (Jennen’s Court), including consideration for impacts upon overshadowing and loss of daylight. |



Aston Triangle Major Development Site

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| HELAA 2023 Site Reference | 2828 |
| Growth Zone | Curzon |
| Site name | Aston Triangle Major Development Site |
| Site address | Aston Triangle |
| Ward | Nechells |
| Site area | 2.1ha |
| Existing use(s) | Education uses and surface car park |
| Proposed use(s) | Residential |
| Indicative capacity | 800 dwellings |
| Development timeframe (HELAA 2023) | 5-10 years |
| Supporting documents | Our City Central Birmingham Framework (2024) |
| Reasons for allocation | Site has been identified in the Central Birmingham Framework. |
| Constraints | None |
| Site requirements | Improvements to the A38 subway |



Growth Zone 5: Gun Quarter

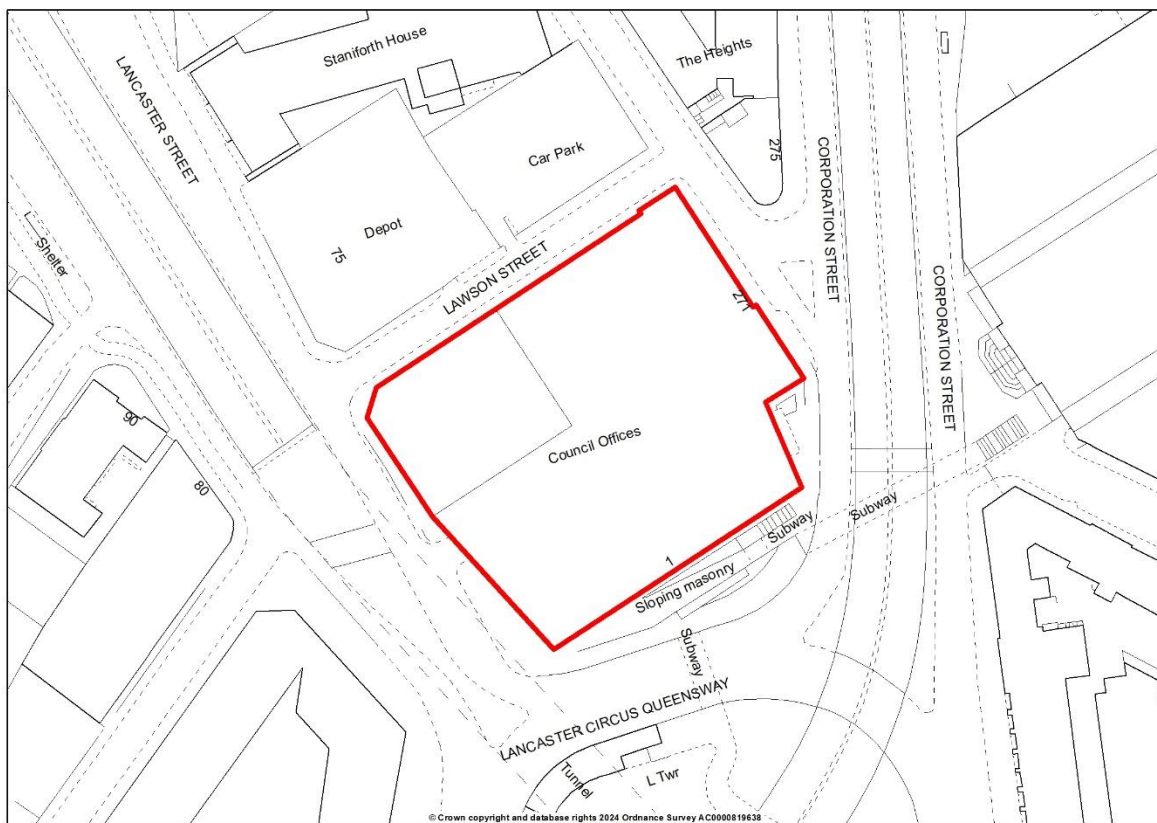
No site allocations

Growth Zone 6: Snow Hill

1 Lancaster Circus

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| HELAA 2023 Site Reference | 2826 |
| Growth Zone | Snow Hill |
| Site name | Lancaster Gate |
| Site address | 1 Lancaster Circus |
| Ward | Newtown |
| Site area | 0.5 hectares |
| Existing use(s) | Council owned offices |
| Proposed use(s) | Mixed use - residential led |
| Indicative capacity | 200 dwellings Min 4,796sqm commercial |
| Development timeframe (HELAA 2023) | 5-10 years |

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| Supporting documents | Our Future City Central Birmingham Framework (2024) |
| Reasons for allocation | Site is within BCC ownership. |
| Constraints | None |
| Site requirements | <ul style="list-style-type: none"> • Appropriate location for high density redevelopment in the form of towers up to 40 storeys in height (subject to the Council's tall building design criteria) providing a mix of residential and commercial uses. • Public realm improvements at southern boundary of site to enable future improvements of Lancaster Circus roundabout |



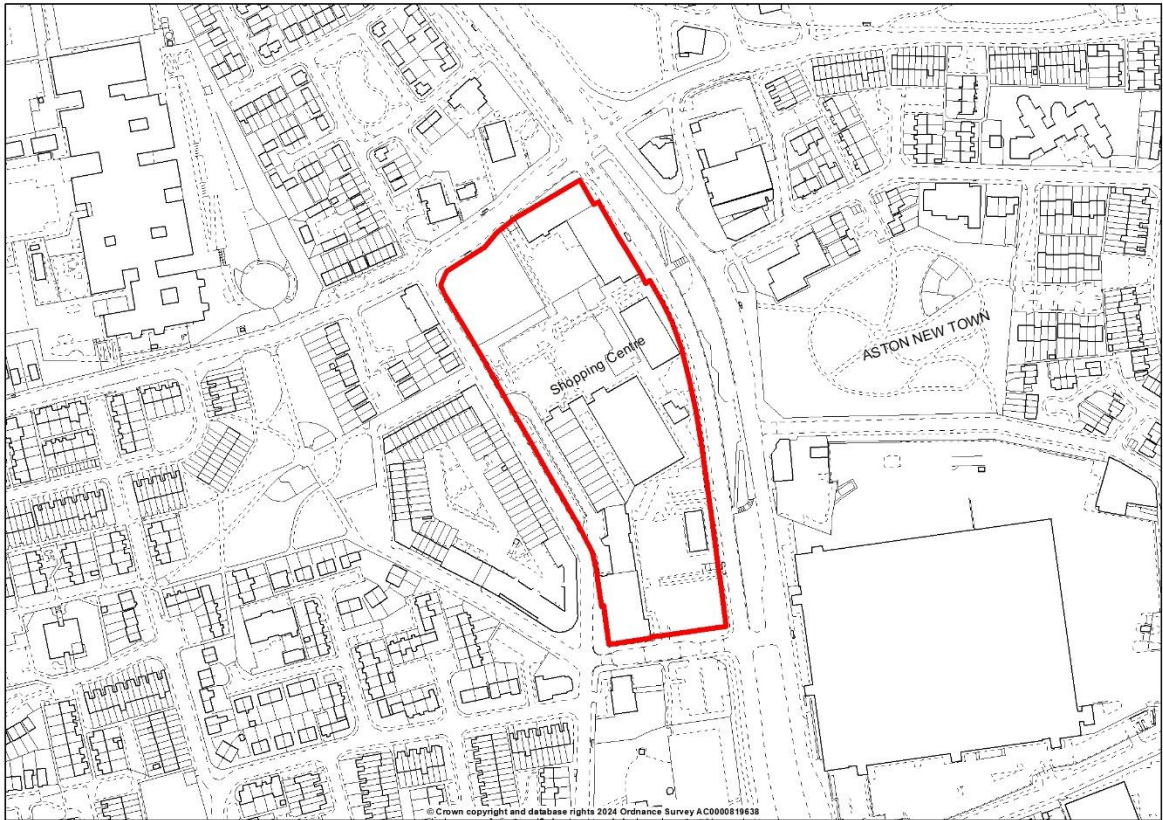
Growth Zone 7: Newtown

Newtown Shopping Centre (including former Newtown Swimming and Wellbeing Centre now closed)

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| HELAA 2023 Site Reference | N98, N1116 and 2825 |
| Growth Zone | Newtown |
| Site name | Newtown Shopping Centre (including former Newtown Swimming and Wellbeing Centre now closed) |
| Site address | Newtown Row, Birmingham B19 2SA |
| Ward | Newtown |
| Site area | 3.14 hectares |
| Existing use(s) | Shopping Centre |

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| Proposed use(s) | Comprehensive mixed-use redevelopment of Shopping Centre, including higher density residential development |
| Indicative capacity | 901 dwellings |
| Development timeframe (HELAA 2023) | 5-10 years |
| Supporting documents | Aston, Newtown and Lozells Area Action Plan (2012) Central Birmingham Framework (2024) |
| Reasons for allocation | <p>The Newtown Shopping Centre is owned by the Council but is on a long-term lease, meaning that redevelopment of the Centre may require land assembly to be undertaken. However, the former Newtown Swimming and Wellbeing Centre, along with a cleared car park on the corner of Newbury Road and Alma Road and other adjacent Council assets (e.g. Inkerman House and New Aston House) suggests that this site could serve as the catalyst for the wider renewal of Newtown. At 3 Hectares, substantial new development could be delivered, revitalising both the Local Centre and introducing high density residential development, which is needed to meet housing need in the area.</p> <p>The Shopping Centre is well-located on the A34, at the centre of key routes travelling from the City Centre to the North and from East to West. One of the City's first segregated cycle routes runs along the Shopping Centre site, towards Perry Barr and opportunities exist to extend this route, to run towards the West, to Hockley and Soho Hill and Handsworth.</p> |
| Constraints | <ul style="list-style-type: none"> • TPO Trees - TPO trees and mature trees and landscaping are sited along the A34 • Inkerman House – redevelopment of the Shopping Centre will need to consider implications posed by any programme of works scheduled for the tower block (a 2-year programme commenced in January 2024) and impact upon the access and movement of residents • Highways – due to the site location on A34, Highway infrastructure changes are likely to be required, to facilitate improvements to existing layouts and create new routes into and across the Shopping Centre • Land Assembly - Shopping Centre is on a long-term lease |
| Site requirements | <ul style="list-style-type: none"> • Incorporate a large supermarket with integrated good-quality residential units, at high scale and density • Provide medium and small sized units, to broaden the range of services on offer and provide spaces for community organisations • Include food and drinking outlets (for consumption on premises, rather than just take-away outlets), to provide places or shoppers to relax and enjoy the Centre • Include an open area of good-quality green space, to encourage visitors to spend time in the centre and function as a key stopping point for active travel across Newtown. • Signpost to other key destinations in Newtown and surrounding areas, for example schools and parks and cycle routes |

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| | <ul style="list-style-type: none"> • Explore the creative remodelling of Inkerman House, to expose its original ground floor design and safeguard its design heritage for future generations. Also, to promote Inkerman House as a landmark building for Newtown. • Any new green infrastructure should contribute to the fostering of green routes, connecting the smaller spaces with the main Parks and segregated cycle routes. • Vehicular access preference off Milton Street. Remove vehicular access from A34 |
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Wheeler Street Shopping Precinct

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| HELAA 2023 Site Reference | 2124 and 3025 |
| Growth Zone | Newtown |
| Site name | Wheeler Street Shopping Precinct |
| Site address | Wheeler Street, Birmingham B19 2ER |
| Ward | Newtown |
| Site area | 0.78 hectares |
| Existing use(s) | Mixed Use - Retail, Medical and Church Centre |
| Proposed use(s) | Comprehensive residential-led development, with shop units at ground floor level. Community and leisure uses would also be suitable, along with the re-provision of the existing Medical and Faith organisations. |

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| Indicative capacity | 51 dwellings (9 of which are approved and fall within HELAA site 2124) |
| Development timeframe (HELAA 2023) | 0-5 years = 9 dwellings (HELAA site 2124) 5-10 years = 42 dwellings (remaining site allocation) |
| Supporting documents | Central Birmingham Framework (2024) Aston, Newtown and Lozells Area Action Plan (2012) |
| Reasons for allocation | The Shopping Precinct and an adjacent site have been identified as offering potential for redevelopment in both the Central Birmingham Framework. The Shopping Precinct was also outlined in the Aston, Newtown and Lozells Area Action Plan. Due to a further decline in conditions and environment since 2012, a total demolition of the existing precinct appears the only option but the inclusion of the two adjacent sites would enable a more comprehensive redevelopment scheme to be delivered. The existing Shopping Precinct is located alongside one of the main entrances to Burbury Park but due to the large number of vacant premises and a rundown condition, it detracts from the park entrance. Furthermore, the precinct's inward-looking design, fails to offer any natural surveillance of the park or offer a connected route to it and both these issues, further contribute to a poor setting of Burbury Park. Apart from the Shopping Centre situated on Newtown Row, Wheeler St Shopping Precinct is the only other retail space in Newtown. Due to the proposals for sustained growth in the years up to 2042, an expanded retail offer in Newtown is needed to support the daily living needs of residents and community groups and better meet their expectations, with contemporary facilities and a safe and good-quality environment. |
| Constraints | Flood risk - the precinct is situated within the Hockley Brook Flood Zone and a flood risk assessment must be undertaken and mitigation measures agreed with the Council/Environment Agency prior to any development. Open space - access to Burbury Park must be maintained, whilst the precinct is redeveloped. The existing park car park is located to the rear of the precinct and the re-purposing of this area should be assessed. Vehicular access - The existing precinct has one access point for pedestrians and two vehicular entrances for store deliveries and residents but all new development will need to consider its relationship to the Highway. A Toucan crossing is located immediately outside the precinct and a new layout may require a change to the existing Highway infrastructure. |
| Site requirements | Redevelopment of Wheeler Street Shopping Centre should: <ul style="list-style-type: none"> • Support the delivery of a good quality, mixed-use development for residential, community, educational, health and Leisure uses • Deliver a high-density, four-storey development, with small retail units on the ground floor, to support the daily living |

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| | <p>needs of local residents and residential units on the first, second and third floors.</p> <ul style="list-style-type: none"> • not detract from local centres in the surrounding areas, which must continue to remain as the primary locations for shopping and business activity (e.g. Newtown Shopping Centre, Lozells Local Centre and Soho Rd Local Centre) • be designed with strong frontages that face on to Wheeler Street and on prominent corners of the site • Prioritise the delivery of new Affordable Rented homes and Social housing, to meet housing demand in the area • Improve the relationship between the new development and Burbury Park, to activate the Wheeler Street entrance, which is currently overshadowed by the poor condition of the existing precinct. A new, fully occupied development will ensure natural surveillance of the park and should increase use by local residents • Identify opportunities to incorporate new green infrastructure, to support the existing green landscaping and mature greenery within Burbury Park. Additional green infrastructure will assist in responding to climate change concerns around air quality and pollution levels within the Newtown area • Involve discussion with the existing Newtown Health Centre and Church within the site, to determine their long-term intentions for their operations. Options for relocation within the re-developed site or to other spaces within the Newtown area should be explored, to identify all opportunities for their long-term future (if required) • Encourage the comprehensive redevelopment of the existing precinct but several phases of development would be supported, to allow time for the re-provision of Health and Community services (if required). |
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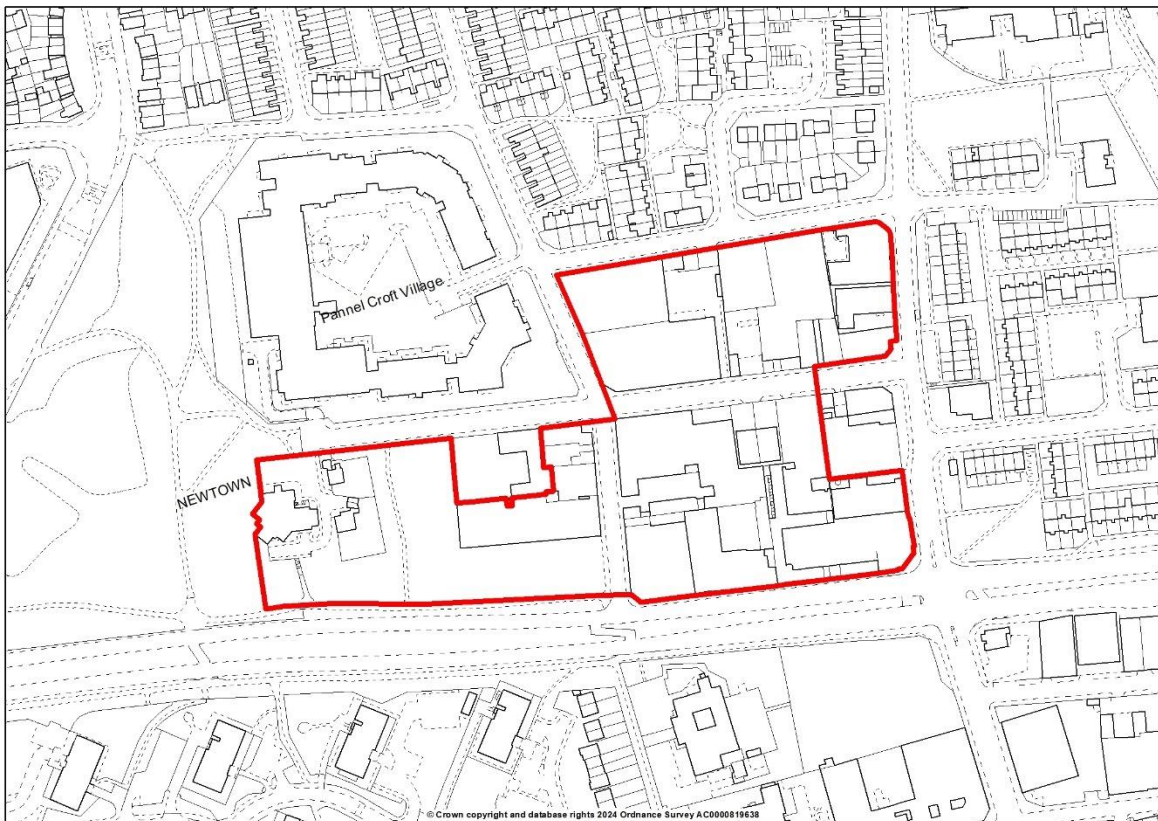


New John Street West and Bridge Street West

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| HELAA 2023 Site Reference | N896 and N510A |
| Growth Zone | Newtown |
| Site name | New John Street West and Bridge Street West |
| Site address | New John Street West, Birmingham B19 2YX |
| Ward | Newtown |
| Site area | 3.87 hectares |
| Existing use(s) | Primarily Industrial/Employment but also includes offices, student accommodation, vacant Grade II Brandeur Works, St Georges Church Centre and Great Kings Street Park |
| Proposed use(s) | Comprehensive residential-led development, with some small commercial units at ground floor level to activate the street scene on New John Street West. Spaces for Education/Skills/Social Enterprise, Community, Leisure, Place of Worship and a Health facility would also be suitable uses. |
| Indicative capacity | 1,335 dwellings (225 of which are under construction and contained within HELAA site N896) |
| Development timeframe (HELAA 2023) | 0-5 years = 225 (HELAA site N896) 15+ years = 1,110 (remaining allocated capacity) |
| Supporting documents | Central Birmingham Framework (2024) |
| Reasons for allocation | A scongglomeration of buildings and spaces that face on to New John Street West and bounded by Summer Lane, Frankfort |

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| | <p>Street and including Bridge Street West and Hospital Street, which offers substantial potential for redevelopment.</p> <p>The site is currently surrounded by residential development and the delivery of additional residential development would respond to the growing demand for new homes and create a more contemporary and attractive environment. Successful examples of new residential development are evident at the Pannel Croft Retirement Village and the student development on Bridge Street West but improvements to road layouts and general connectivity through the area is required, as there are currently no through roads on either Bridge Street West or Guthrie Close.</p> <p>Great Kings Street Park is not a park in the traditional sense, without any defined facilities and irregular boundaries. However, its intrinsic value as a green space is recognised and new development may contribute to the funding of improvements to its accessibility and new facilities (e.g. a Mobility Hub).</p> |
| Constraints | <ul style="list-style-type: none"> • Heritage - the Grade II listing of the Brandauer Works and two Locally listed buildings. • Site Assembly – ownership of site is in fragmented and land assembly is likely to be challenging |
| Site requirements | <ul style="list-style-type: none"> • Support the delivery of new mixed-use development for residential, community, educational, health, leisure and place of worship uses • Deliver new homes, including Affordable and Social Housing, to meet housing demand in the area. Options to introduce new tenures to Newtown could also be explored, particularly as New John Street West borders the Gun Quarter and should be attractive to Graduates and Young Professionals • Deliver high-density models of urban living for larger family households, with strong frontages to face on to John Street West and on prominent corners within the site • Foster collaboration between existing organisations in Newtown to deliver transformation such as Nishkam High School and St Georges Church and Centre to maximise benefits for the community and the environment. • Make use of good quality brick buildings wherever possible. Listed and Locally Listed buildings will require a sensitive approach to redevelopment but offer valuable opportunities to promote sustainability and high-quality design • Improve the legibility and layout of Newtown South, to make it easier for residents to navigate on foot and activate the local street scene. • Contribute to the creation of a high-quality public realm, with improved signage and clear walking and cycling routes, to support active travel, to surrounding neighbourhoods. The incorporation of a Mobility Hub would be strongly supported. |

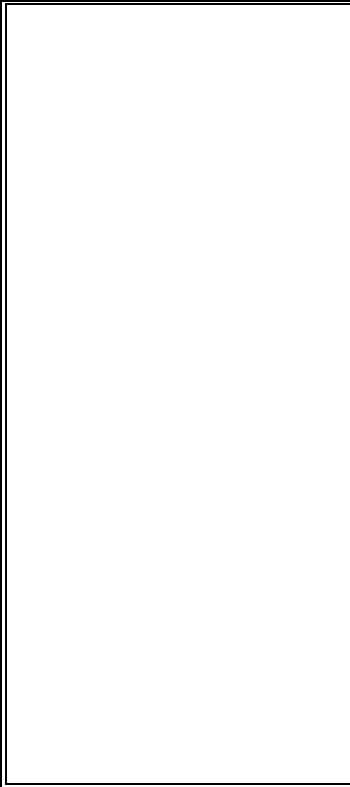
- Retain existing mature trees and identify opportunities to incorporate elements of green infrastructure, within all new development.
- Support improvements to the boundaries of Great Kings Street Park and facilitate greater integration between the park and new homes. The creation of a welcoming gateway and more visible route, which feels safer to use, would significantly enhance the current park setting and contribute to a higher quality green space.
- Reconfiguration of the existing park space may be considered, if it secures a higher quality environment. In this event, full provision would need to be accounted for, as part of an improved layout enabled by the new development.
- Facilitate discussion with businesses and organisations that are in operation in the site area, to determine their long-term intentions. Options for relocation should be fully explored
- Consider the impacts of any new development on the daily operations of Newtown Police Station, which it is expected to remain as a working station for the foreseeable future.
- Contribute to improvements to the existing access from the Middleway and the layout of Bridge Street West and Frankfort Street
- Vehicular access preference onto Frankfort and/or Summer Lane



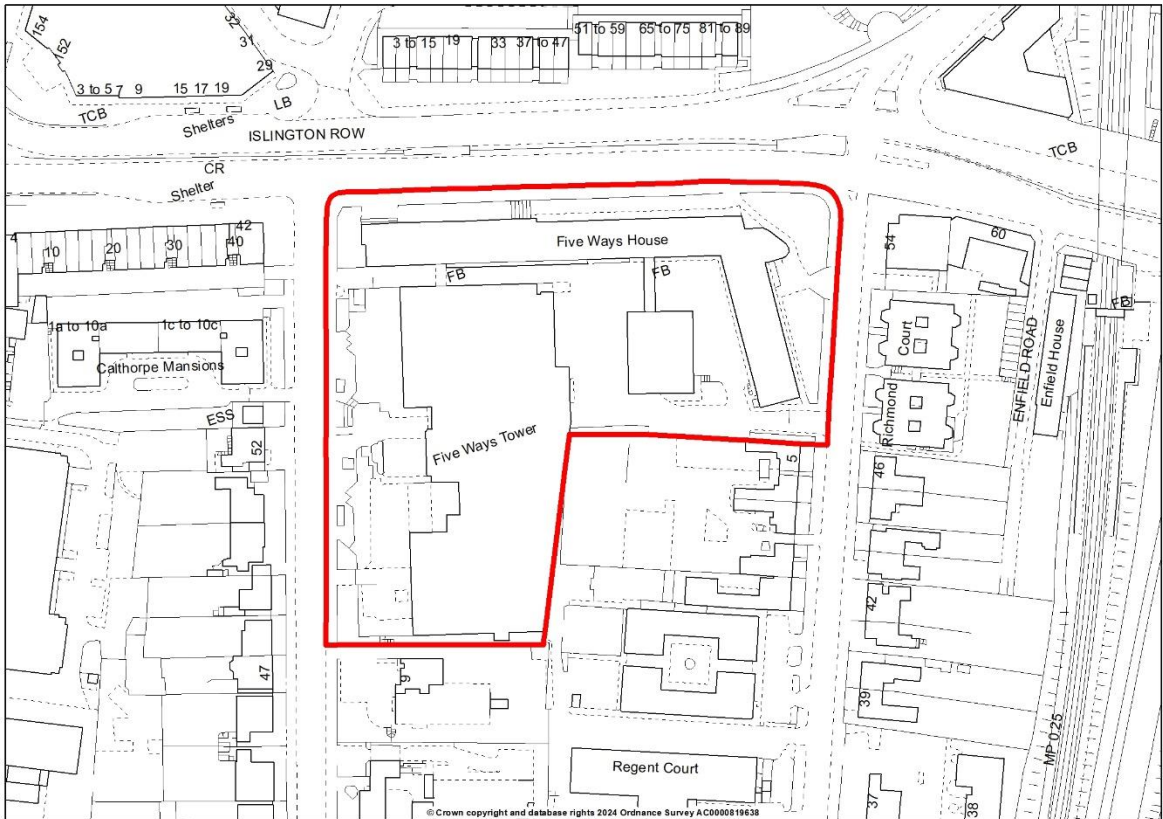
Growth Zone 8: Hagley Road Corridor

Five Ways Hub

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| HELAA 2023 Site Reference | 2772 |
| Growth Zone | Hagley Road Corridor |
| Site name | Five Ways Hub |
| Site address | Five Ways Tower, Frederick Road, Fiveways, Birmingham |
| Ward | Edgbaston |
| Site area | 1.67 ha |
| Existing use(s) | Mixed Use |
| Proposed use(s) | Residential and mixed use |
| Indicative capacity | 800 dwellings |
| Development timeframe (HELAA 2023) | 5-10 years |
| Supporting documents | Our City Central Birmingham Framework (2024) |
| Reasons for allocation | To help meet the city housing needs |
| Constraints | There are a number of listed buildings which are adjacent the site along Frederick road and George Road where rear boundaries may need to be reviewed |
| Site requirements | <ul style="list-style-type: none"> • Five Ways Hub which includes the area surrounding Frederick Road, George Road and Islington Row will deliver a transformed Five Ways station and will be a thriving, vibrant mixed-use residential led development centred around a new communal area, connected to an improved Five Ways station, and part of an expanded Edgbaston (Five Ways) Centre. • Five Ways Square will provide a green and sustainable exemplar communal area, with seats, trees, pathways, bins, public art, a children’s play area, public green space, communal growing space, and water features to aid play, rest, and relaxation and which will be actively surveyed by the surrounding built form. • Ground floor uses will provide active attractive frontages with services within Use Class (E) such as cafes, restaurants, and leisure uses facing onto the square, that are complementary to the wider residential scheme. A proportion of independent retailers being brought forward will also be encouraged as part of the scheme and outdoor space Immediately adjacent to ground floor uses should be provided to allow for complementary outdoor uses such as outdoor seating which serves the establishment and helps to survey the wider square • Pathways across the site from George Road to Federick Road will follow desire lines through the site from Five Ways station towards Edgbaston Village and a green link delivered to healthy streets principles which connects the site to Greenfield Crescent via Frederick, St James Road, and Calthorpe Road. |



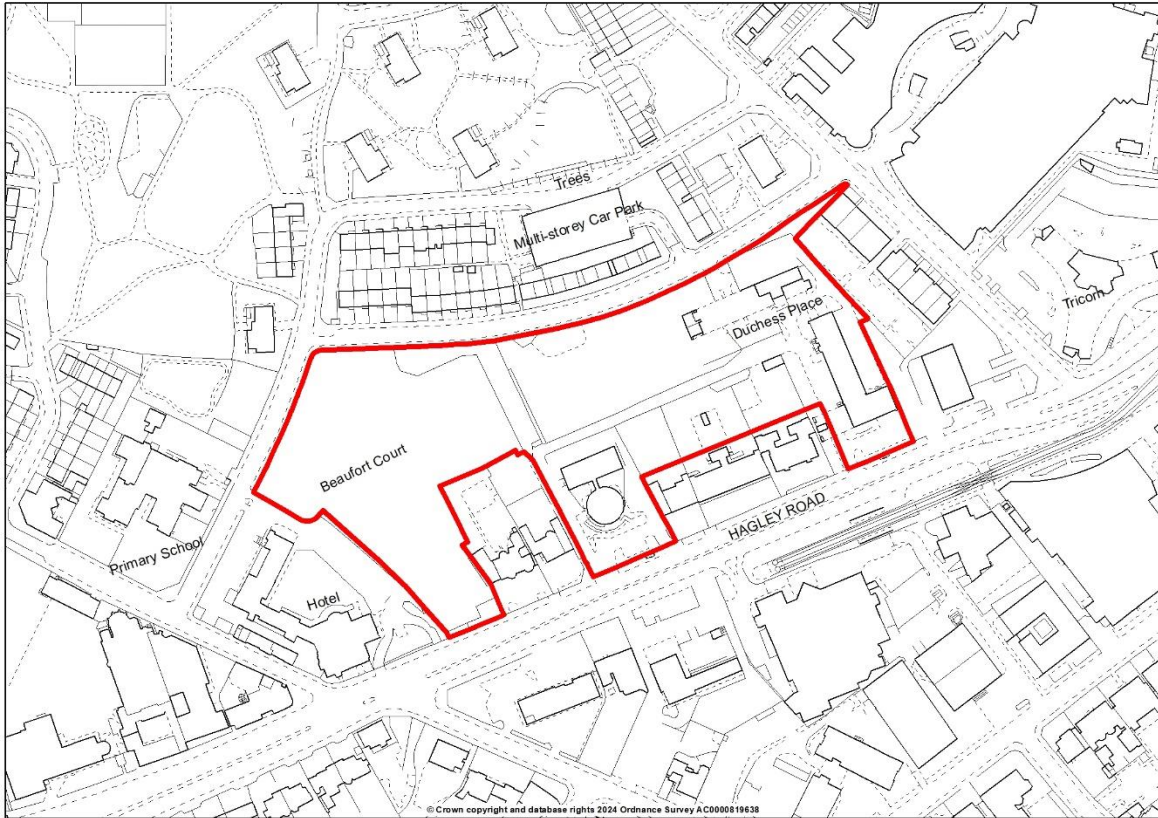
- The wider space will also be compatible with multi-functional uses such as festivals and events that celebrate the areas cultural diversity, and temporary vehicular access to the square being possible to support pop up markets.
- The height, scale, and massing of the built form within the Five Ways hub as well as the materials used in construction will be sympathetic to and enhance the character of the adjacent Edgbaston Conservation Area and listed buildings
- A green super crossing will be provided from the Five Ways hub across Islington row to improve connectivity and permeability with the city centre and Five Ways community park
- The square will provide cycle storage facilities for use by residents and workers, and will be a key mobility hub in the emerging mobility hub network linked to the regional priority cycling route along the Hagley Road
- Improved and more direct connections from the site to Five Ways Station and the Worcester and Birmingham Canal over George Road should be explored with the Council, and plans produced to RIBA stage 4 for proposed solutions identified.
- Vehicular access preference from Fredrick Road and/or George Road



New Garden Square

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|---------------------------|---------------|
| HELAA 2023 Site Reference | 2176 and 2775 |
|---------------------------|---------------|

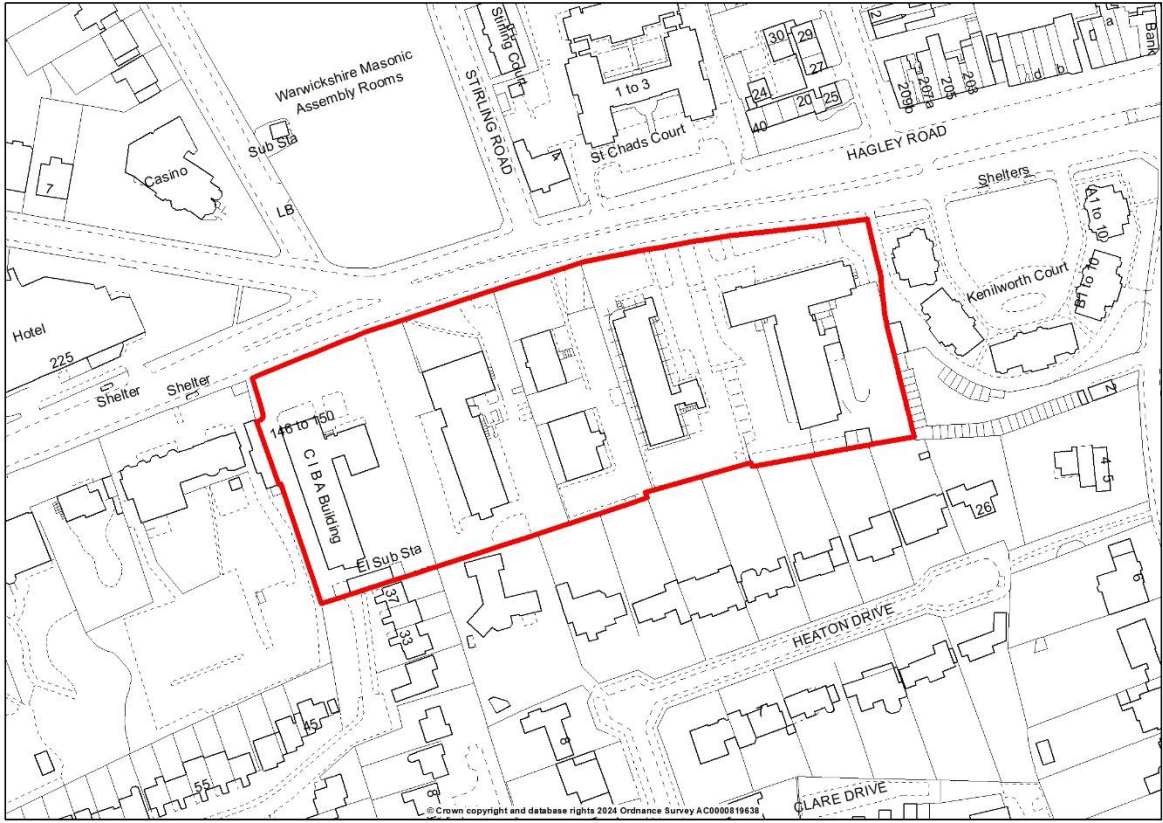
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| Growth Zone | Hagley Road Corridor |
| Site name | New Garden Square |
| Site address | New Garden Square, between Duchess Road and Hagley Road, Edgbaston |
| Ward | Ladywood |
| Site area | 2,14 ha |
| Existing use(s) | Mixed use |
| Proposed use(s) | Residential led mixed use |
| Indicative capacity | 1992 dwellings |
| Development timeframe (HELAA 2023) | 0-5 years = 392 dwellings (HELAA site 2176) 5-10 years = 1,600 dwellings (HELAA site 2775) |
| Supporting documents | Central Birmingham Framework (2024) |
| Reasons for allocation | To support with helping to meet local housing needs and the city's wider housing need. |
| Constraints | None |
| Site requirements | <ul style="list-style-type: none"> • The site will deliver an exemplar residential led mixed use scheme, with active and attractive frontages facing onto the Hagley Road, Beaufort Road, Duchess Road, and Francis Road, as well as internally within the site. • Attractive green routes to encourage walking and cycling will be created through the site and from the proposed crossing at Edgbaston Tram Stop • Active ground floor uses such as leisure activities and local workspaces, complementary to the main residential use will be supported. • Vehicular access preference from Duchess Road |



126-150 Hagley Road

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|------------------------------------|---|
| HELAA 2023 Site Reference | 2807 and 2824 |
| Growth Zone | Hagley Road Corridor |
| Site name | 126-150 Hagley Road |
| Site address | 126-150 Hagley Road, Birmingham |
| Ward | Edgbaston |
| Site area | 2.15 ha |
| Existing use(s) | Office/ Residential |
| Proposed use(s) | Residential |
| Indicative capacity | 343 dwellings |
| Development timeframe (HELAA 2023) | 5-10 years |
| Supporting documents | Our City Central Birmingham Framework (2024) |
| Reasons for allocation | To help meet the city housing need |
| Constraints | Adjacent to Edgbaston Conservation Area and listed buildings. Highway improvement line present along southside of Hagley Road |
| Site requirements | <ul style="list-style-type: none"> The site is allocated for residential led mixed use. Small scale complementary uses such as local shops and services which provide an active frontage onto Hagley Road will be supported. A central open space should be provided creating an inclusive communal area, with seats, trees, pathways and |

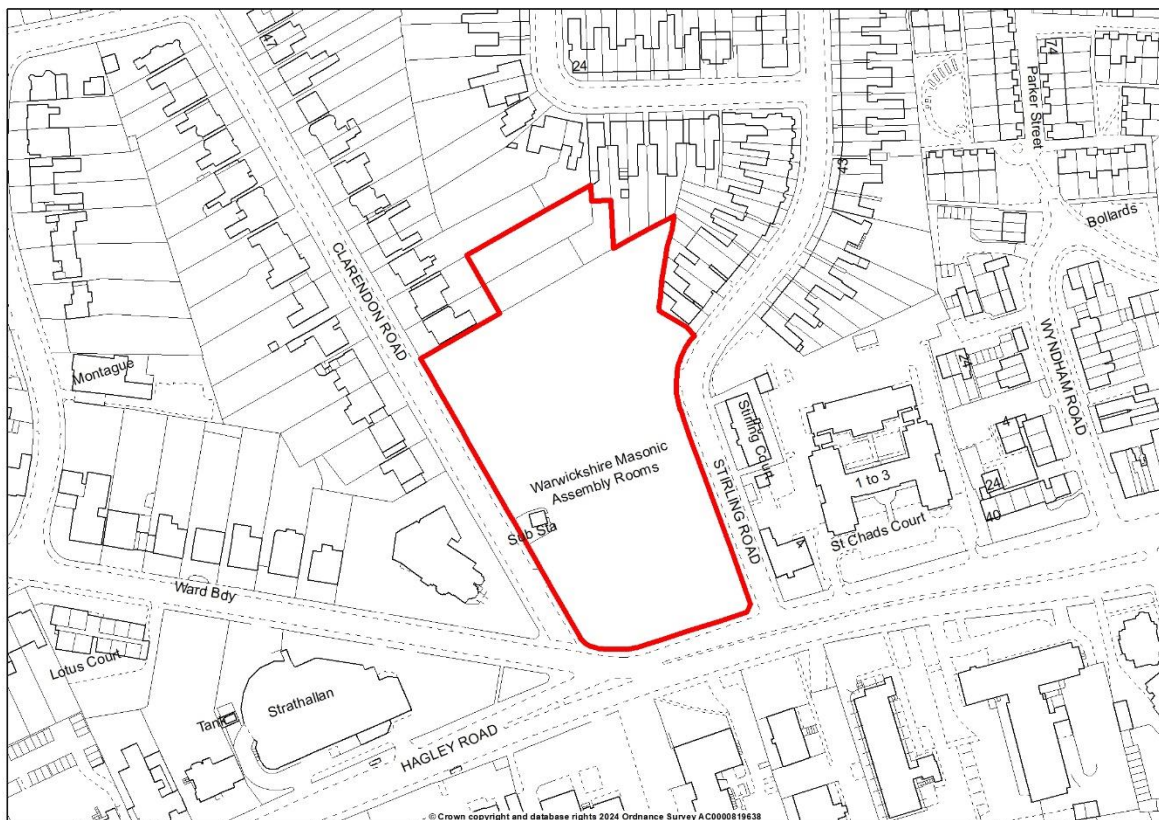
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| | <p>a children’s play area. Opportunities for communal growing space, public art and water features to aid play, rest, and relaxation should be explored.</p> <ul style="list-style-type: none"> Improved north south crossing across the Hagley Road at the junction of Chad Road and Monument Road to support the development of the Chad Brook Way. Improved connectivity and green routes with facility for both walking and cycling to Ivy Bush centre and Edgbaston Village along the Hagley Road. The scale, massing, materials, and design styles used in the development must enhance the setting and streetscape of the adjacent Edgbaston Conservation Area to the east and the listed buildings in the west along the Hagley Road. |
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Former Clarendon Suites

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| HELAA 2023 Site Reference | S844 |
| Growth Zone | Hagley Road Corridor |
| Site name | Former Clarendon Suites |
| Site address | Former Clarendon Suites, Stirling Road |
| Ward | North Edgbaston |
| Site area | 1.38 Ha |
| Existing use(s) | Former Community Use |

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| Proposed use(s) | Residential |
| Indicative capacity | 191 Dwellings |
| Development timeframe (HELAA 2023) | 0-5 years |
| Supporting documents | Central Birmingham Framework (2024) |
| Reasons for allocation | To help meet the city housing need |
| Constraints | None |
| Site requirements | <ul style="list-style-type: none"> The former Clarendon Suites will be allocated for residential use and will provide up to 191 new units. The scale, massing, materials and design styles used in the development should enhance the surrounding streetscape along Clarendon Road and Stirling Road where there are a number of statutory listed buildings. The site will be designed to integrate well into the existing urban fabric by being outward looking and interfacing well with the immediate surrounding environment by providing active frontages within Use Class E at ground level onto Hagley Road, Stirling Road, and Clarendon Road |

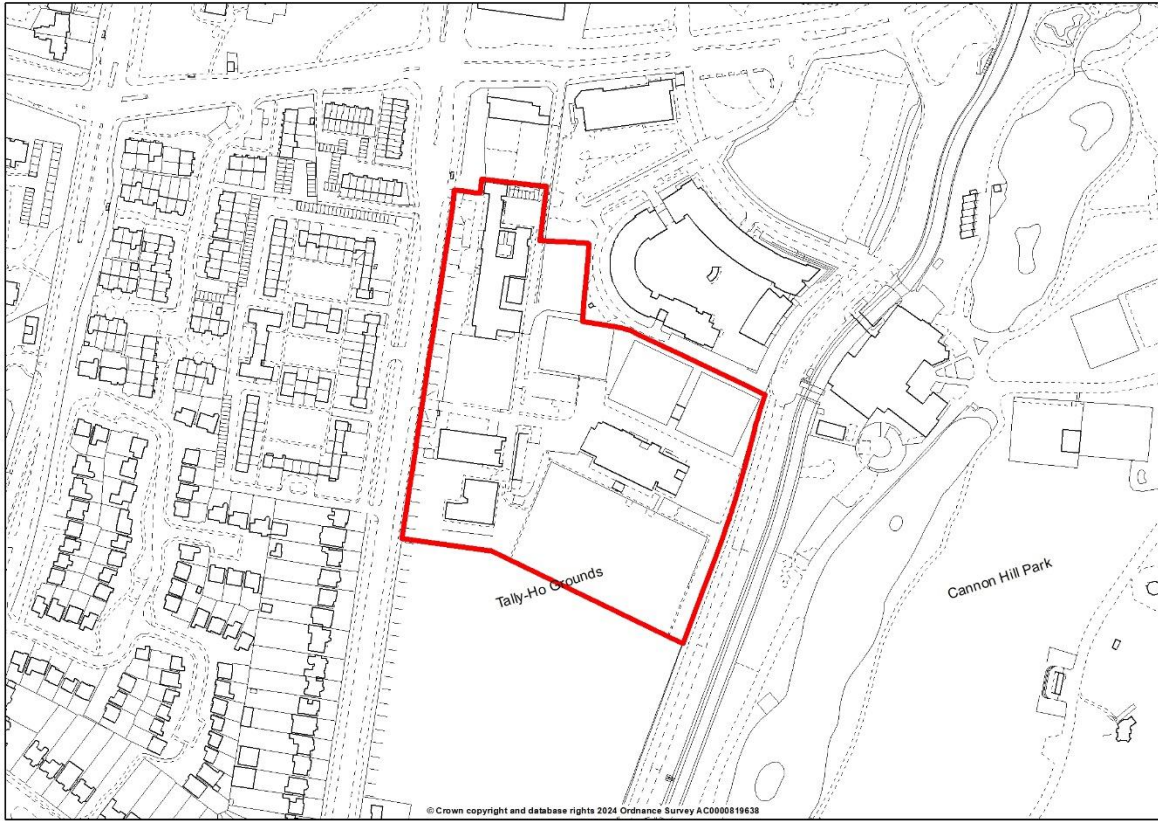


Growth Zone 9: South Edgbaston

Tally Ho

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| HELAA 2023 Site Reference | 2811 |
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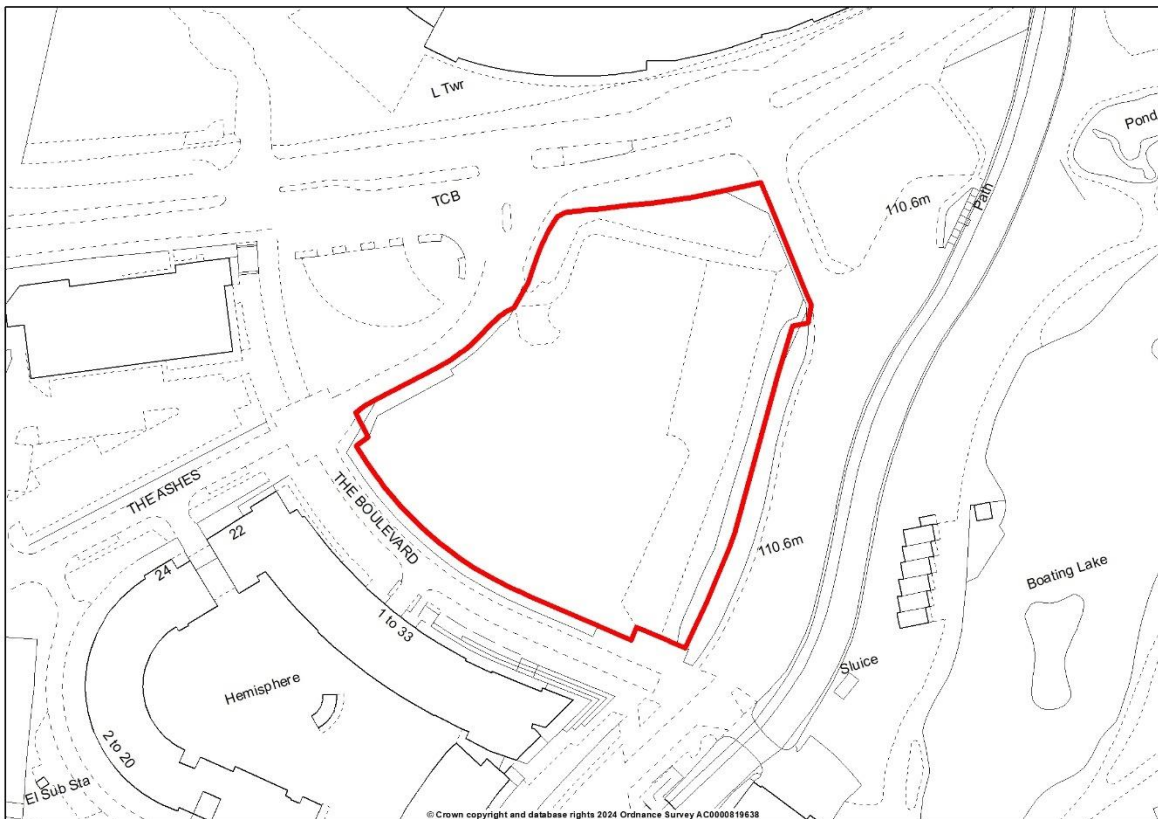
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| Growth Zone | South Edgbaston |
| Site name | Tally Ho |
| Site address | Tally Ho |
| Ward | Edgbaston |
| Site area | 3.76 ha |
| Existing use(s) | Former West Midlands Police Training College, tennis courts, bowling green, club house |
| Proposed use(s) | Comprehensive mixed-use residential led redevelopment including (C2) residential, and Class (E), (F1), and (F2) ground floor uses related to research, food, drink, and leisure as part of the development of a small riverside neighbourhood centre linked to the Midland Arts Centre and Cannon Hill Park. |
| Indicative capacity | 143 dwellings |
| Development timeframe (HELAA 2023) | 5-10 years |
| Supporting documents | Our City Central Birmingham Framework (2024) |
| Reasons for allocation | To support meeting the city's identified housing needs and to be an exemplar development in Birmingham for eco/ nature based development as part of the solution for mitigating the effects of flood risk from the River Rea. It will also fill a gap in access to a local neighbourhood centre for the daily needs of residents within a reasonable walking and cycling distance and serve the users of Edgbaston Cricket Ground and the Midland Arts Centre and support enhanced and expanded public open/ natural green space |
| Constraints | Majority of site is within Flood Zones 2 and 3 |
| Site requirements | <ul style="list-style-type: none"> • The development should mitigate the effects of building in Flood Zones 2 and 3 and provide enhanced or expanded public/ natural green space as part of the solution • The generation of power for the site utilising the River Rea should be explored • The site should have active frontages that face onto the River Rea to create natural surveillance along the river corridor and Queens Ride. • Supporting neighbourhood centre uses as part of a mixed use scheme should provide development facing onto Queens Ride and the River Rea Corridor to activate the river corridor. • Ground floor uses should be provided with outdoor space to support the emergence of a local café culture along the Rea Corridor within the centre area. • The site will contribute to the re-naturalisation of the River Rea, and provide better linkages and interaction opportunities for amenity, rest, and play between the river and the development over Queens Ride. • The site will contribute towards improving pedestrian and cycle linkages along the River Rea to Edgbaston Cricket Ground. The amenity of the route will be improved with public art, water features, street furniture, quality paving, lighting, tree planting, child and youth play facilities, cycle storage facilities, and landscaping to activate the corridor. |



Edgbaston Mill

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|------------------------------------|---|
| HELAA 2023 Site Reference | 2855 |
| Growth Zone | South Edgbaston |
| Site name | Edgbaston Mill |
| Site address | Edgbaston Mill |
| Ward | Edgbaston |
| Site area | 0.99ha |
| Existing use(s) | Unknown |
| Proposed use(s) | Residential |
| Indicative capacity | 400 dwellings |
| Development timeframe (HELAA 2023) | 5-10 years |
| Supporting documents | Our City Central Birmingham Framework (2024) |
| Reasons for allocation | To help meet the cities housing need |
| Constraints | Part of the site is in flood zone 2 and 3 |
| Site requirements | <p>To deliver a mixed use residential led scheme with active attractive ground floor frontages</p> <ul style="list-style-type: none"> • The development should mitigate the effects of building in Flood Zones 2 and 3 and provide enhanced or expanded public/ natural green space as part of the solution • The generation of power for the site utilising the River Rea should be explored |

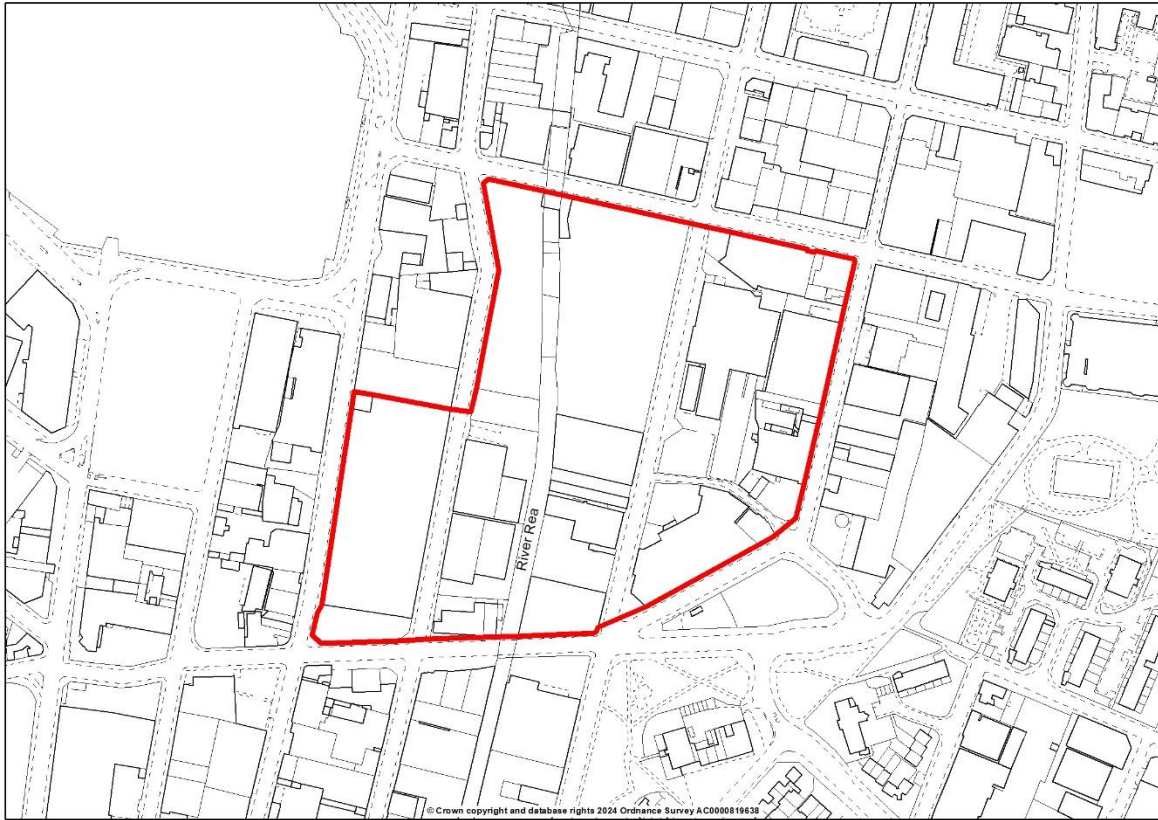
- The site should have active attractive frontages that face onto the River Rea to create natural surveillance along the river rea corridor, as well as onto Queens Ride, Edgbaston Road, the Boulevard, and the Ashes.
- Supporting neighbourhood centre uses as part of a mixed-use scheme to facing onto Queens Ride and the River Rea Corridor to activate the river corridor and to complement requirements of site allocation 2811.
- Ground floor uses should be provided with outdoor space to support the emergence of a local café culture along the Rea Corridor within the centre area.
- The site will contribute to the re-naturalisation of the River Rea, and provide better linkages and interaction opportunities for amenity, rest, and play between the river and the development over Queens Ride.
- The site will contribute towards improving pedestrian and cycle linkages along the River Rea to Edgbaston Cricket Ground. The amenity of the route will be improved with public art, water features, street furniture, quality paving, lighting, mood lighting, tree planting, child and youth play facilities, cycle storage facilities, and landscaping to activate the corridor.
- Vehicular access from Queens Ride.



Growth Zone 10: Rea Valley Urban Quarter

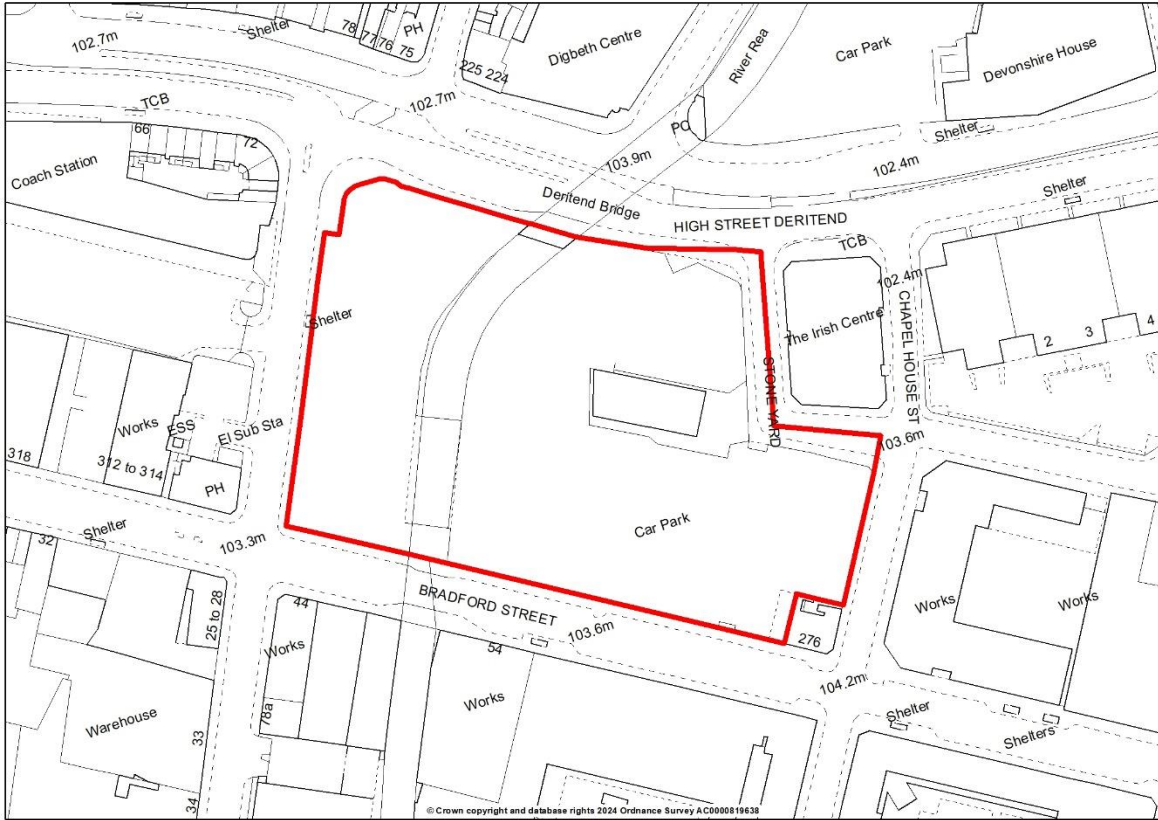
Cheapside Major Development Site

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| HELAA 2023 Site Reference | 3029 |
| Growth Zone | Rea Valley Urban Quarter |
| Site name | Cheapside Major Development Site |
| Site address | Land bounded by Barford Street, McDonald Street, Adelaide Street, Lombard Street and Moseley Street |
| Ward | Bordesley and Highgate |
| Site area | 6.04 hectares |
| Existing use(s) | Mixed use - light industrial and commercial uses |
| Proposed use(s) | Mixed use including residential, commercial (office), leisure and retail |
| Indicative capacity | 2,720 dwellings |
| Development timeframe (HELAA 2023) | 5-10 years |
| Supporting documents | Rea Valley Urban Quarter Supplementary Planning Document (October 2020) |
| Reasons for allocation | Identified for redevelopment/area of change in the Rea Valley Urban Quarter SPD adopted in 2020. A major opportunity in unlocking the wider redevelopment potential for the area, due to its strategic location close to the new Smithfield quarter and its potential to deliver upon the ambitions set out in the Rea Valley Urban Quarter SPD and the Central Birmingham Framework. |
| Constraints | Watercourse – River Rea Wildlife Corridor – River Rea SLINC Area – Rea Valley Flood Risk Zone 2 & 3 |
| Site requirements | <ul style="list-style-type: none"> • Delivering the River Rea ‘naturalisation’ – major development proposals which front upon or straddle the River Rea corridor would be required to satisfy the following criteria in order to meet the aspirations for opening up the river Rea out of existing culverting. • Creation of river easement at least 20 metres in width, with native planting and sloped landscaping at the channel banks, with publicly accessible open space provided on either side of the restored channel. • Dedicated pedestrian and cycle routes along the restored riverbank connecting to the wider active travel network within the local area, both in terms of existing and proposed routes. Proposed routes are as indicated in the Rea Valley Urban Quarter SPD. • Improvement to footway/cycleway connections from the site to the surrounding highway network. |



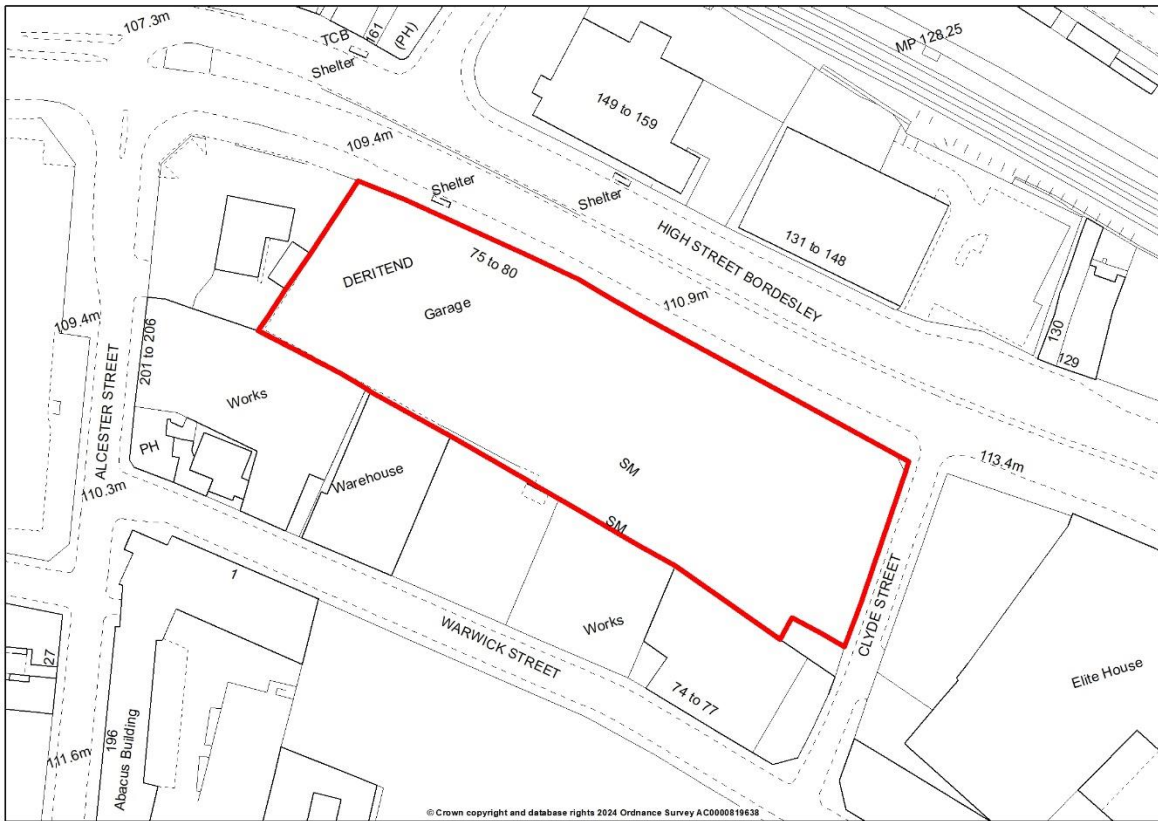
Digbeth High Street Major Development Site 1

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| HELAA 2023 Site Reference | C208 |
| Growth Zone | Rea Valley Urban Quarter |
| Site name | Digbeth High Street Major Development Site 1 |
| Site address | Land bounded by Bradford Street, Rea Street, High Street Deritend and Chapel House Street |
| Ward | Bordesley and Highgate |
| Site area | 1.8ha |
| Existing use(s) | Vacant site |
| Proposed use(s) | Mixed use – residential, commercial, retail and leisure |
| Indicative capacity | 770 dwellings |
| Development timeframe (HELAA 2023) | 0-5 years = 528 dwellings 5-10 years = 242 dwellings |
| Supporting documents | Rea Valley Urban Quarter SPD (2020) |
| Reasons for allocation | Planning consent (2016/08273/PA) to provide up to 770 new dwellings. S106 Agreement was signed in 2022. Consented scheme yet to be implemented. |
| Constraints | Two statutorily listed buildings adjacent to site (White Swan PH, Grade II & Anchor PH, Grade II) Flood Zone 2 & 3 (majority of site is within FZ3) |
| Site requirements | Resolve river flooding risk |



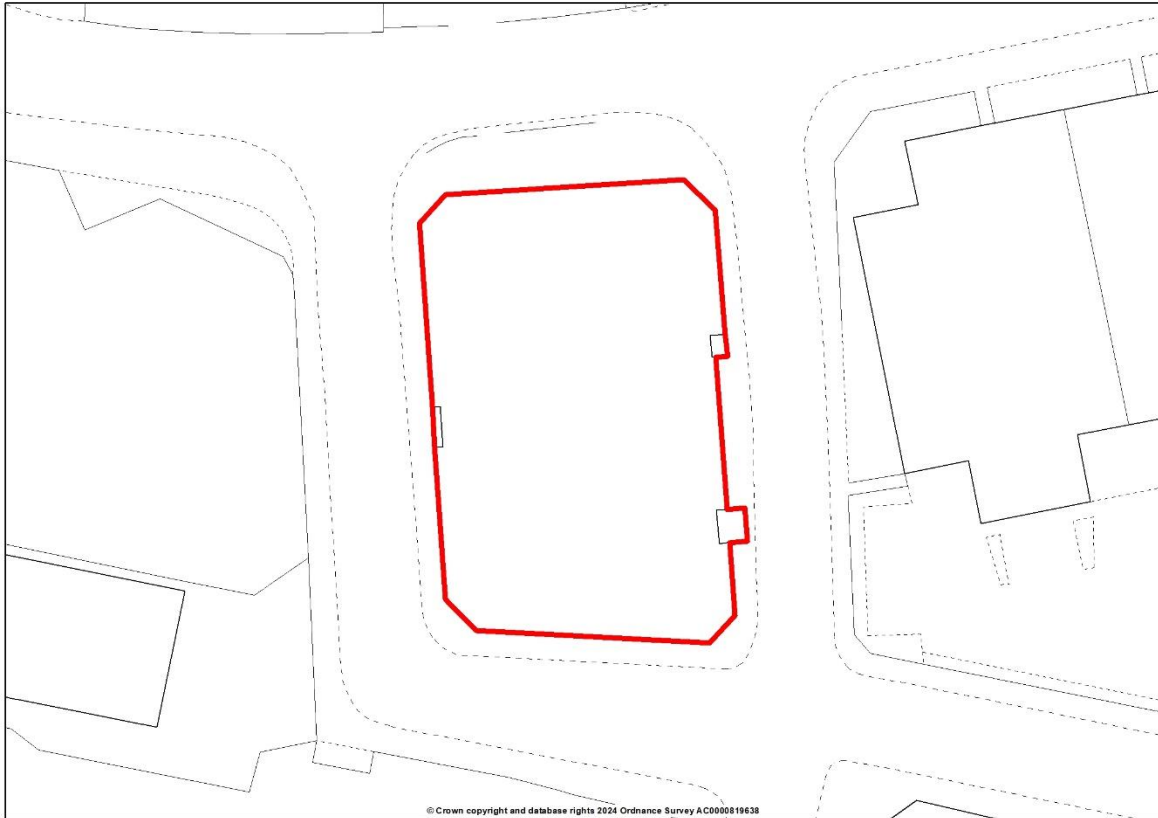
Digbeth High Street Major Development Site 2

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| HELAA 2023 Site Reference | CC443 |
| Growth Zone | Rea Valley Urban Quarter |
| Site name | Digbeth High Street Major Development Site 2 |
| Site address | 75-80 Digbeth High Street |
| Ward | Bordesley and Highgate |
| Site area | 0.75 hectares |
| Existing use(s) | Vacant site |
| Proposed use(s) | Mixed use – residential led with commercial units |
| Indicative capacity | 517 dwellings |
| Development timeframe (HELAA 2023) | 0-5 years |
| Supporting documents | Rea Valley Urban Quarter SPD (2020) |
| Reasons for allocation | Planning consent (2017/07207/PA) for up to 517 dwellings |
| Constraints | None |
| Site requirements | See planning approval. |



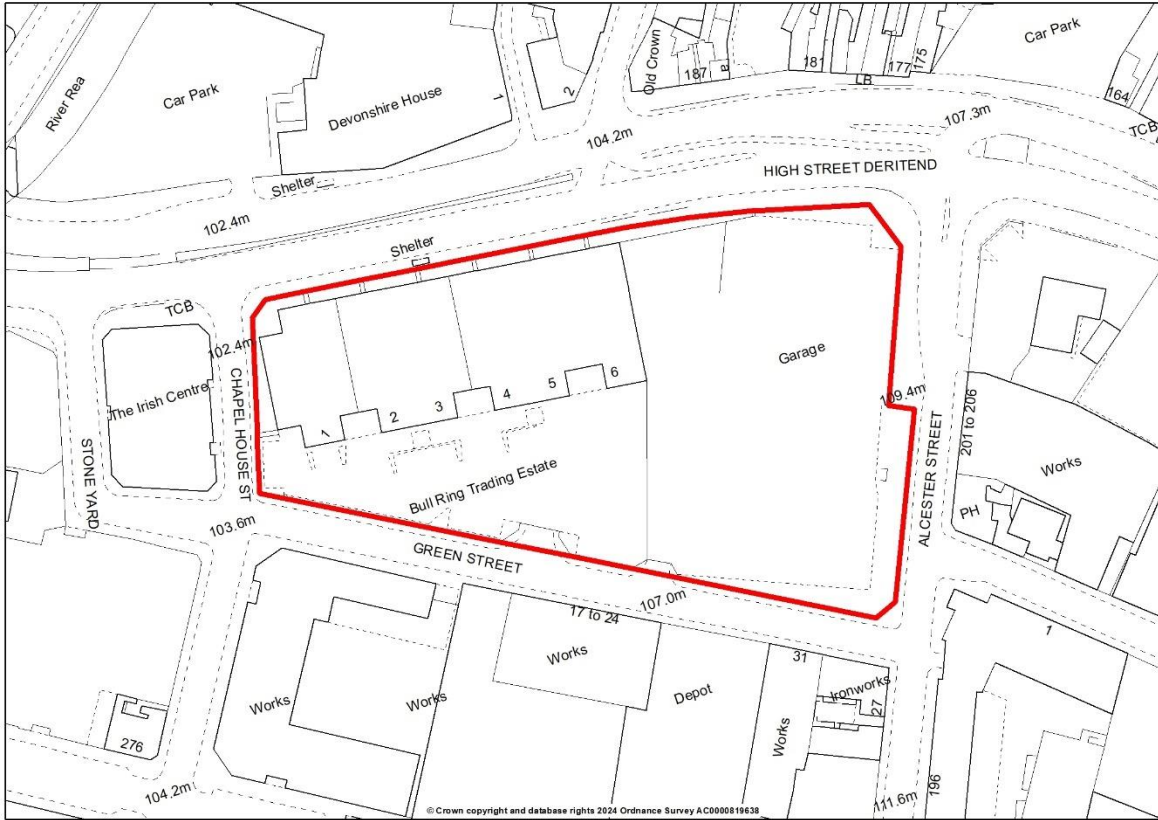
Former Irish Centre

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| HELAA 2023 Site Reference | 2134 |
| Growth Zone | Rea Valley Urban Quarter |
| Site name | Former Irish Centre |
| Site address | 14-20 High Street Digbeth |
| Ward | Bordesley and Highgate |
| Site area | 0.12ha |
| Existing use(s) | Vacant site |
| Proposed use(s) | Residential |
| Indicative capacity | 454 dwellings |
| Development timeframe (HELAA 2023) | 0-5 years |
| Supporting documents | Rea Valley Urban Quarter SPD (2020) |
| Reasons for allocation | Planning consent 2020/05247/PA for 454 dwellings. Permission not yet implemented. |
| Constraints | None |
| Site requirements | See planning approval |



Bull Ring Trading Estate

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| HELAA 2023 Site Reference | C216 |
| Growth Zone | Rea Valley Urban Quarter |
| Site name | Bull Ring Trading Estate |
| Site address | Bull Ring Trading Estate, High Street Digbeth |
| Ward | Bordesley and Highgate |
| Site area | 1.37ha |
| Existing use(s) | Vacant site |
| Proposed use(s) | Mixed use – residential led |
| Indicative capacity | 995 dwellings |
| Development timeframe (HELAA 2023) | 0-5 years |
| Supporting documents | Rea Valley Urban Quarter SPD (2020) |
| Reasons for allocation | Expired planning approval 2019/07805/PA for 995 dwellings. |
| Constraints | None |
| Site requirements | See previous planning approval. |



Growth Zone 11: Ladywood

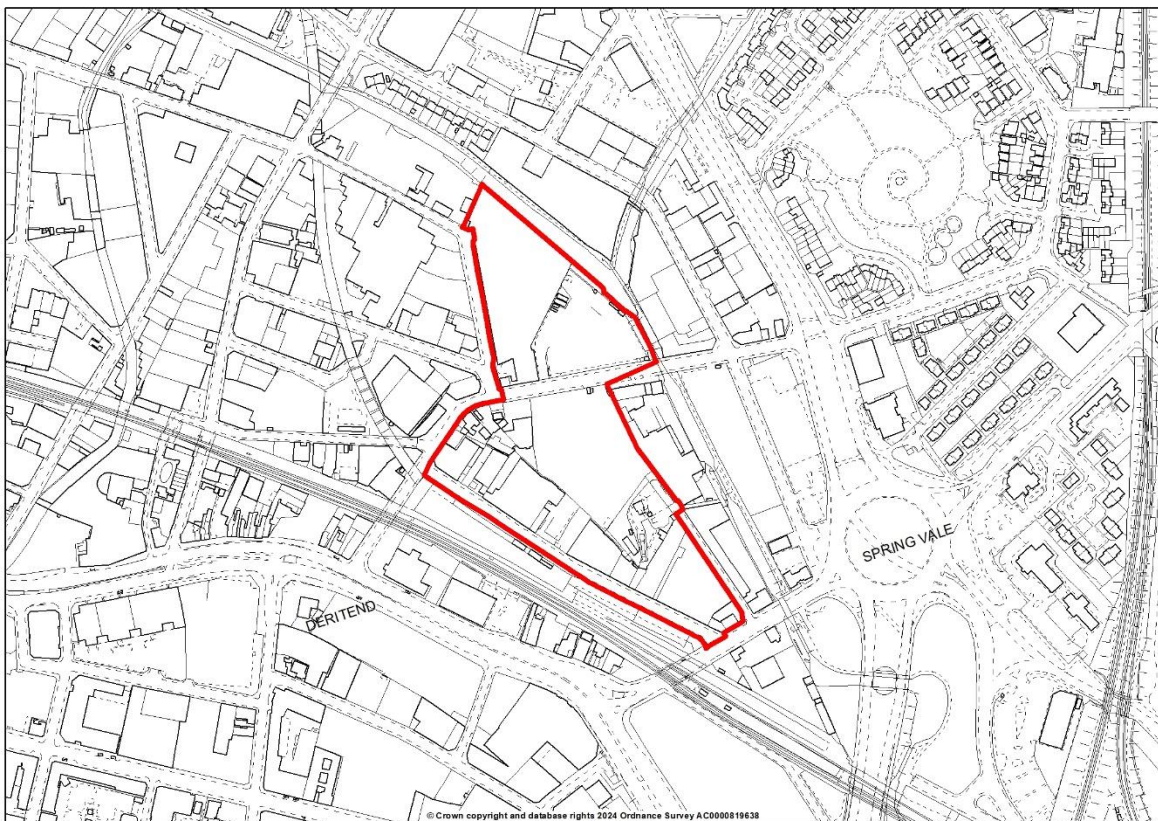
No site allocations

Growth Zone 12: Digbeth

Digbeth HUB

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| HELAA 2023 Site Reference | 2145, 2146 and 2614 |
| Growth Zone | Digbeth |
| Site name | Digbeth HUB |
| Site address | Land bounded by Upper Trinity Street, Adderley Street, Bower Street, Liverpool Street, and Grand Union Canal |
| Ward | Bordesley and Highgate |
| Site area | 4.65 hectares |
| Existing use(s) | Various employment uses, leisure uses, public house |
| Proposed use(s) | Mixed use – residential, commercial, employment and leisure, existing community uses retained |
| Indicative capacity | 3,143 dwellings |
| Development timeframe (HELAA 2023) | 0-5 years = 1,156 dwellings (HELAA sites 2145 and 2614) 5-10 years = 1,987 dwellings (HELAA site 2146) |

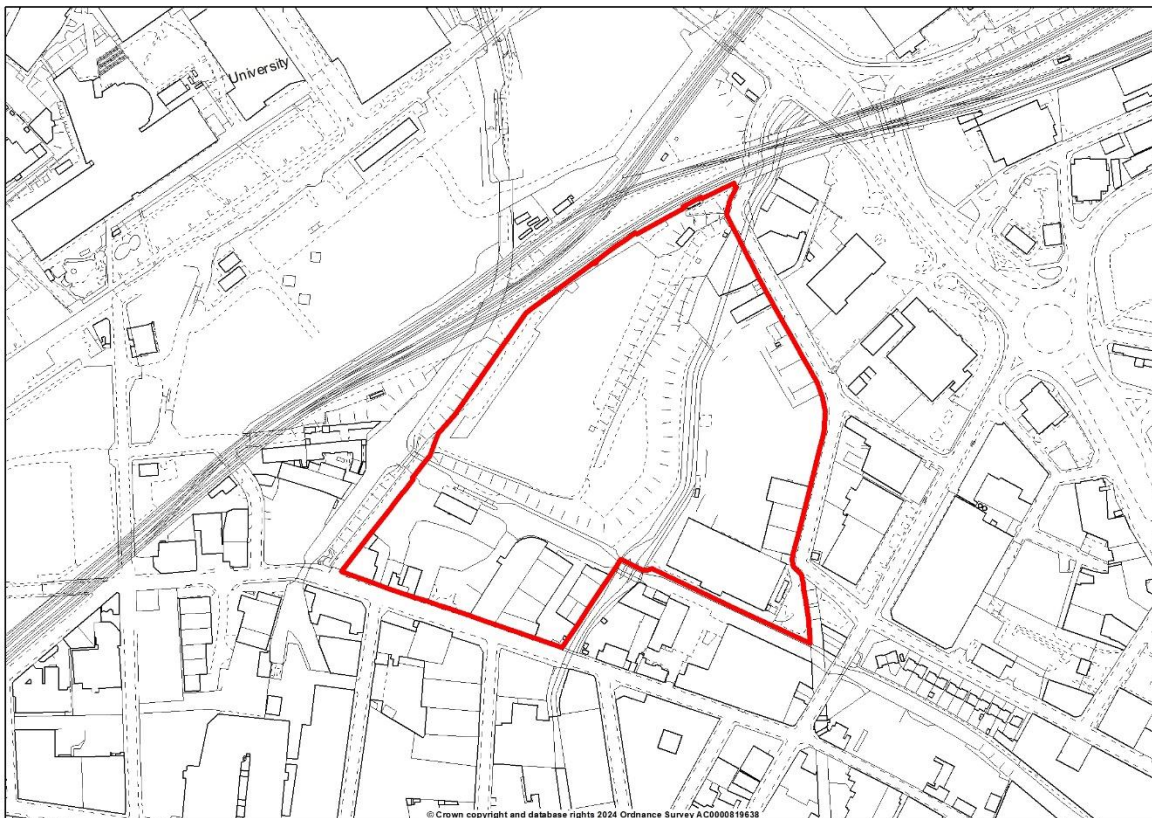
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| Supporting documents | Our City Central Birmingham Framework (2024) |
| Reasons for allocation | Site overlaps with 3 HELAA parcels: HELAA site 2614 relates to the detailed planning approval of Upper Trinity Street (2020/02906/PA) and has a capacity of 943 dwellings HELAA sites 2145 and 2146 relate to detailed planning approval 2020/01796/PA and outline planning approval 2020/01796/PA, which together have a combined capacity of 2,200 dwellings. |
| Constraints | Cadent Gas and electricity substation Statutorily Listed Building (381 Coventry Road, Grade II listing) located within site boundaries |
| Site requirements | <ul style="list-style-type: none"> • Provision of employment and commercial floorspace on site • Provision of publicly accessible open spaces and dedicated pedestrian routes • Canal side improvements • Walking and Cycling improvements linking the site with the surrounding highway network, notably the A4540 Middleway (Eastern Corridor Study) |



Warwick Bar

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| HELAA 2023 Site Reference | 2821 |
| Growth Zone | Digbeth |
| Site name | Warwick Bar |

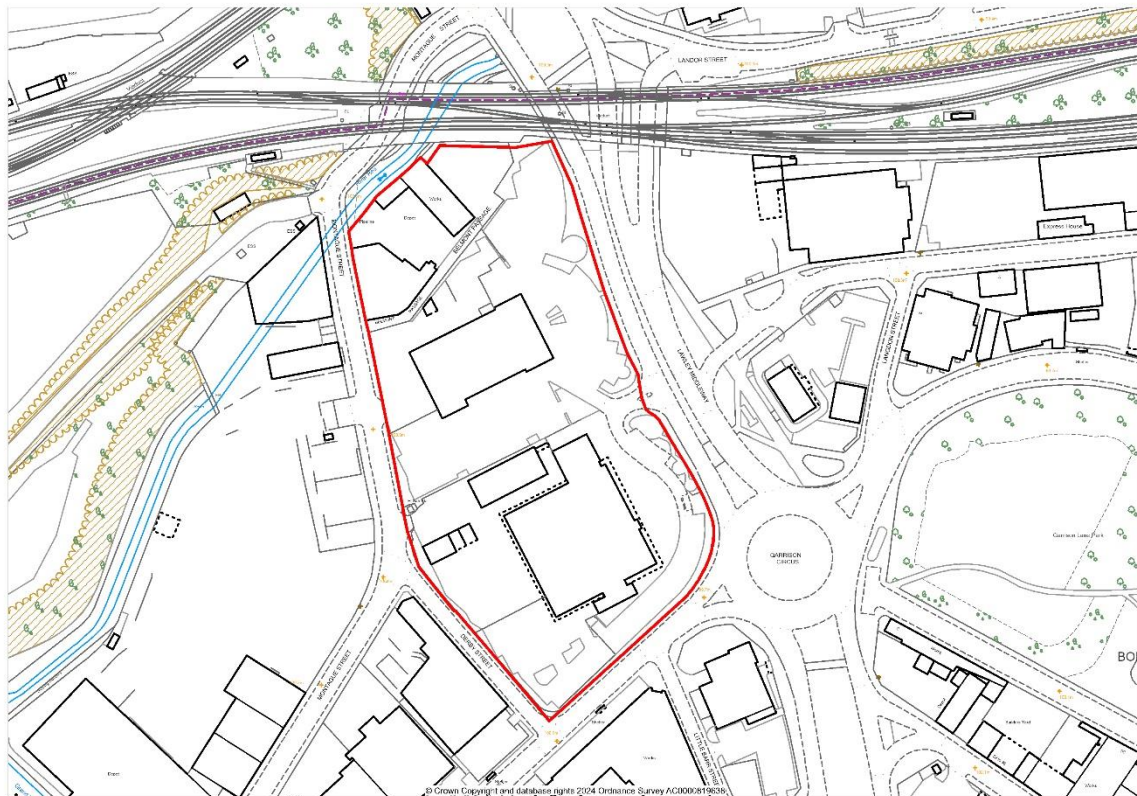
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| Site address | Land at Montague Street, Digbeth, Birmingham |
| Ward | Bordesley and Highgate |
| Site area | 7.82 hectares |
| Existing use(s) | Vacant site (former industrial) |
| Proposed use(s) | Mixed use – residential led |
| Indicative capacity | 3,000 dwellings |
| Development timeframe (HELAA 2023) | 5-10 years = 1,500 dwellings 10-15 years = 1,500 dwellings |
| Supporting documents | Our City Central Birmingham Framework (2024) |
| Reasons for allocation | Site is part of a redevelopment opportunity being promoted by Homes England. |
| Constraints | Flood Zone 2 |
| Site requirements | Walking and Cycling improvements linking the site with the surrounding highway network, notably the A4540 Middleway (Eastern Corridor study) |



Lawley Middleway Major Development Site

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|---------------------------|---|
| HELAA 2023 Site Reference | 2842 and 2746 |
| Growth Zone | Digbeth |
| Site name | Lawley Middleway Major Development Site |
| Site address | Land at Montague Street, Digbeth |
| Ward | Bordesley and Highgate |

| | |
|------------------------------------|---|
| Site area | 2.34ha |
| Existing use(s) | Car showroom and car repairs (sui generis) |
| Proposed use(s) | Mixed use residential led |
| Indicative capacity | 864 dwellings |
| Development timeframe (HELAA 2023) | 5-10 years = 460 dwellings 10-15 years = 404 dwellings |
| Supporting documents | Our City Central Birmingham Framework (2024) |
| Reasons for allocation | Northern parcel (2842) was promoted as part of the Call for Sites process by Homes England. Southern parcel (2746) has been identified in the Our City Central Birmingham Framework and has developer interest for redevelopment to provide a mix of employment uses (subject of pre application) |
| Constraints | Flood Zone 2 |
| Site requirements | Walking and Cycling improvements linking the site to the surrounding highway network, notably the A4540 Middleway (Eastern Corridor Study). |

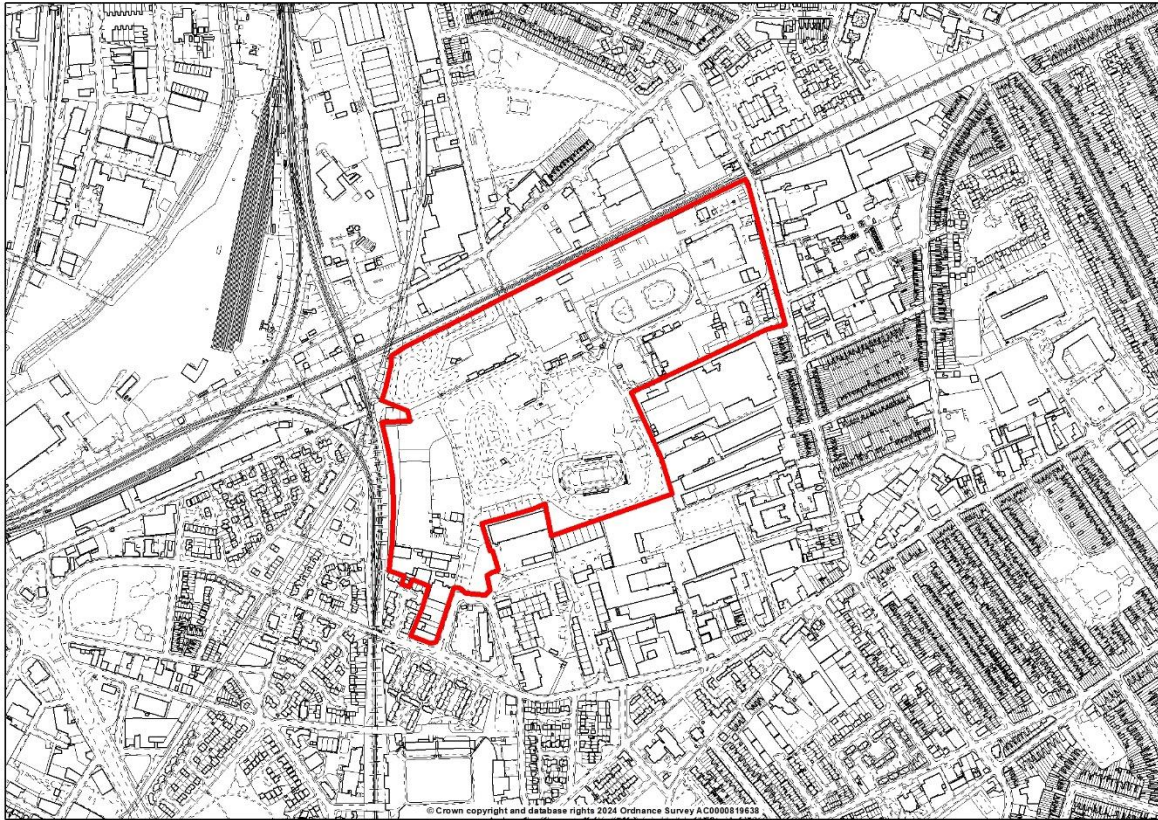


Growth Zone 13: Bordesley Park

Former Wheels site

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| HELAA 2023 Site Reference | 2748 |
| Growth Zone | Bordesley Park |

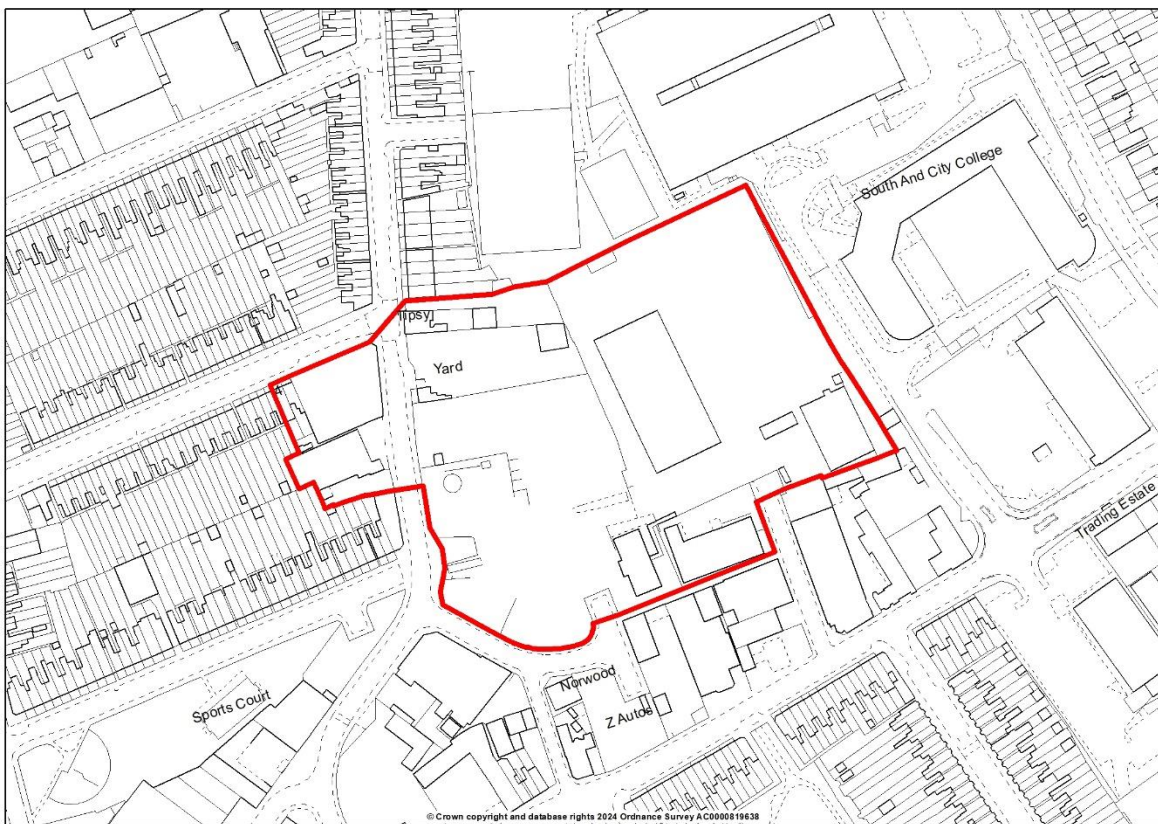
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| Site name | Former Wheels Site |
| Site address | Adderley Road South |
| Ward | Bordesley and Highgate |
| Site area | 16 hectares |
| Existing use(s) | Vacant former leisure facility and various industrial uses |
| Proposed use(s) | Industrial Employment uses) |
| Indicative capacity | Net developable area = 16 hectares |
| Development timeframe (HELAA 2023) | 5-10 years |
| Supporting documents | Bordesley Park Area Action Plan (2020) Central Birmingham Framework (2024) |
| Reasons for allocation | Identified as a key opportunity area and a site allocation in the Bordesley Park Area Action Plan for employment use and Our City Central Birmingham Framework. Accessible location close to both the city centre and areas of the city which are recognised as suffering significant disadvantage. |
| Constraints | Remediation to address the history of the site as former brick works and subsequent landfill. Change in levels requiring reprofiling of the site. Adjoining and nearby sensitive uses. |
| Site requirements | <ul style="list-style-type: none"> • Provide improved and new access arrangements into the site from Venetia Road and Bordesley Green Road and a new estate link road through the site to serve the individual development plots. • Provide any necessary off-site highway works. • Site remediation and reprofiling to create development plateaus. • High quality design and landscaping with importance given to pedestrians and cyclists accessing the scheme. • Provide improved pedestrian access from Adderley Road South and to/from Adderley Park station. • Enhancement of the 'candidate' SLINC • Provide a wide range of training and employment opportunities particularly for local people. • Provision of necessary site access and sustainable transport connections |



Humpage Road/Cherrywood Road, Bordesley Green

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|------------------------------------|--|
| HELAA 2023 Site Reference | E494 |
| Growth Zone | Bordesley Park |
| Site name | Humpage Road/Cherrywood Road, Bordesley Green |
| Site address | Humpage Road/Cherrywood Road, Bordesley Green |
| Ward | Bordesley and Highgate |
| Site area | 2.3 Ha |
| Existing use(s) | Depot for road surfacing treatment company and adjacent additional industrial premises. |
| Proposed use(s) | Residential. |
| Indicative capacity | 92 dwellings |
| Development timeframe (HELAA 2023) | 5 -10 years |
| Supporting documents | Bordesley Park Area Action Plan (2021) Urban Centres Framework (2020) |
| Reasons for allocation | Allocated in the Bordesley Park AAP and is identified for residential development in the Urban Centres Framework. Development will contribute to meeting the housing needs of the area is in an accessible location. Potential for further sites in the area to come forward to provide additional housing opportunities as well as scope for new development within the adjoining Bordesley Green local centre. |

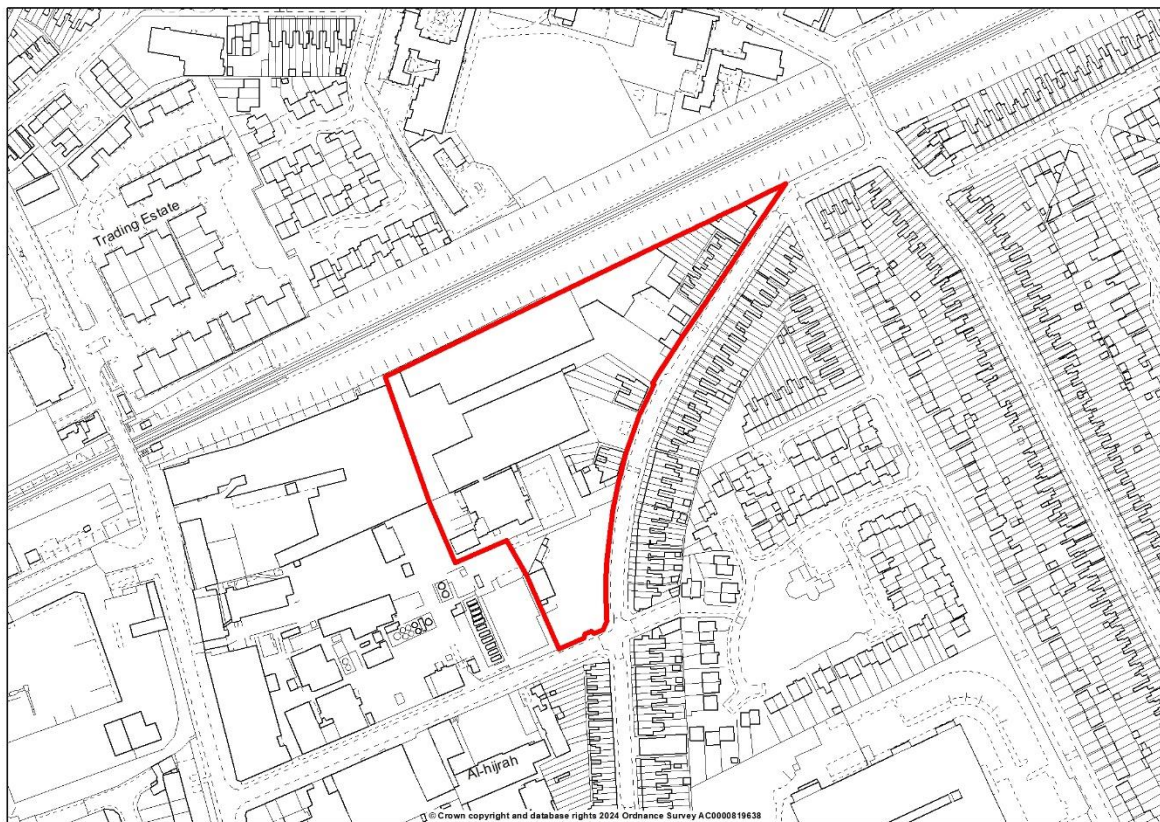
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| Constraints | Site assembly and demolition required. The need for any site contamination/remediation to be investigated. |
| Site requirements | <ul style="list-style-type: none"> • Site assembly and potential remediation. • Consider relationship with existing local centre uses to the south and opportunities for more comprehensive development. • Provision of housing to cater for local housing needs, including affordable units and homes for larger families. • High quality design which could be of higher density given the accessible location of the site adjacent to a local centre and with good public transport connections. • Mitigation of traffic management impacts e.g. on street parking |



Land at Cherrywood Road, Bordesley Green

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|---------------------------|---|
| HELAA 2023 Site Reference | E493, E511 and E512 |
| Growth Zone | Bordesley Park |
| Site name | Land at Cherrywood Road, Bordesley Green. |
| Site address | Land at Cherrywood Road, Bordesley Green. |
| Ward | Bordesley and Highgate |
| Site area | 2.53 hectares |
| Existing use(s) | Range of older industrial buildings and open storage yards in a number of different uses including car repairs and pallet storage |
| Proposed use(s) | Residential |

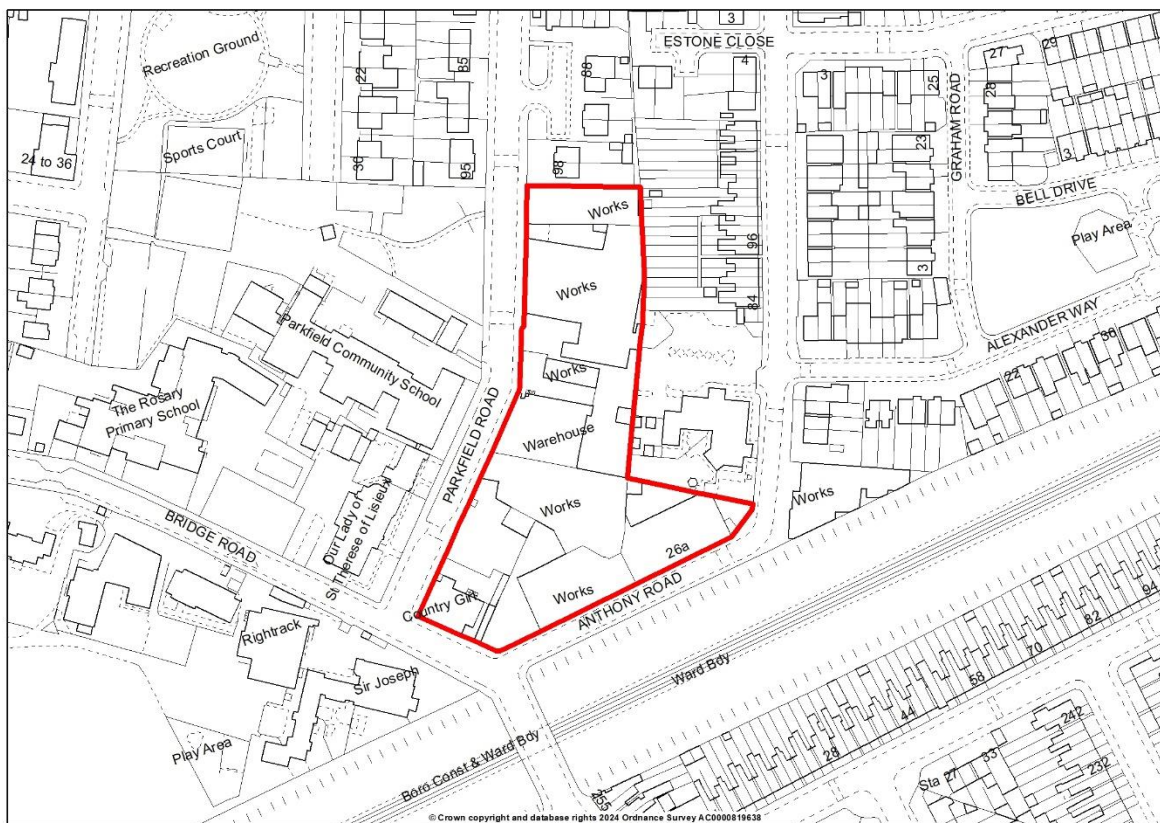
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| Indicative capacity | 77 dwellings |
| Development timeframe (HELAA 2023) | 5 -10 years |
| Supporting documents | Bordesley Park Area Action Plan (2020) |
| Reasons for allocation | Allocated in the Bordesley Park AAP. Development will contribute to meeting the housing needs of the area. |
| Constraints | Site assembly and potential remediation. Site is within middle and outer HSE consultation zones relating to the Akzo Nobel factory on Bordesley Green Road. Proximity to a range of industrial premises. |
| Site requirements | <ul style="list-style-type: none"> • Provision of housing to cater for local housing needs, including affordable units and homes for larger families. • Mitigation of traffic management impact e.g. on street parking |



Parkfield Road / Anthony Road

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|---------------------------|-------------------------------|
| HELAA 2023 Site Reference | E45 |
| Growth Zone | Bordesley Park |
| Site name | Parkfield Road / Anthony Road |
| Site address | Parkfield Road / Anthony Road |
| Ward | Alum Rock |
| Site area | 1.08 Hectares |

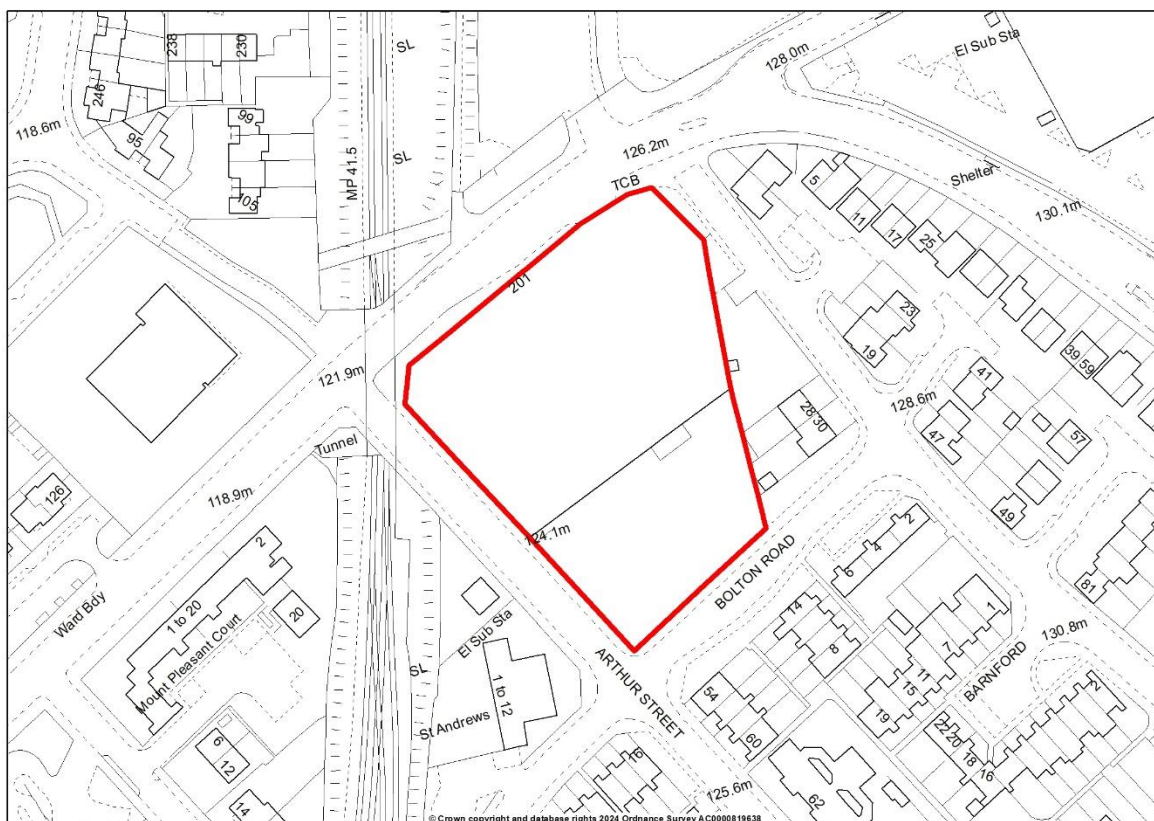
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| Existing use(s) | Older industrial premises now mainly occupied by vehicle repair and dismantling businesses and former public house in residential use |
| Proposed use(s) | Residential |
| Indicative capacity | 54 dwellings |
| Development timeframe (HELAA 2023) | 5 -10 years |
| Supporting documents | Bordesley Park Area Action Plan (2020) |
| Reasons for allocation | Allocated in the Bordesley Park AAP and will contribute to meeting housing needs in an accessible location. Opportunities to secure more appropriate development as near to local schools and adjacent to existing housing and other learning facilities. |
| Constraints | Site assembly, relocation of existing uses, demolition and potential remediation of a site that has been in industrial / commercial use for many years. |
| Site requirements | <ul style="list-style-type: none"> • Provision of housing to cater for local housing needs, including affordable units and homes for larger families. • Mitigation of traffic management impacts e.g. on street parking |



Land bounded by Coventry Road/ Bolton Road/ Arthur Street

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| HELAA 2023 Site Reference | E112 |
| Growth Zone | Bordesley Park |

| | |
|------------------------------------|--|
| Site name | Land bounded by Coventry Road/ Bolton Road/ Arthur Street |
| Site address | Coventry Road / Bolton Road / Arthur Street |
| Ward | Bordesley and Highgate |
| Site area | 0.72 Hectares |
| Existing use(s) | Various commercial uses within former tram shed. |
| Proposed use(s) | Mixed use including residential |
| Indicative capacity | 50 dwellings |
| Development timeframe (HELAA 2023) | 5 - 10 years |
| Supporting documents | Bordesley Park Area Action Plan (2021) Central Birmingham Framework (2024) Urban Centres Framework (2020) |
| Reasons for allocation | Allocated in the Bordesley Park Area Action Plan and will contribute to meeting housing needs in an accessible location that is close to the Small Heath Local Centre. The development opportunity is also identified in the Urban Centres Framework and the Central Birmingham Framework. |
| Constraints | Former tram shed has some historical significance although is not statutorily or locally listed. It should be considered for retention as part of any development proposal. Site acquisition and relocation of existing uses. |
| Site requirements | Access preference off Arthur Street rather than Coventry Road |

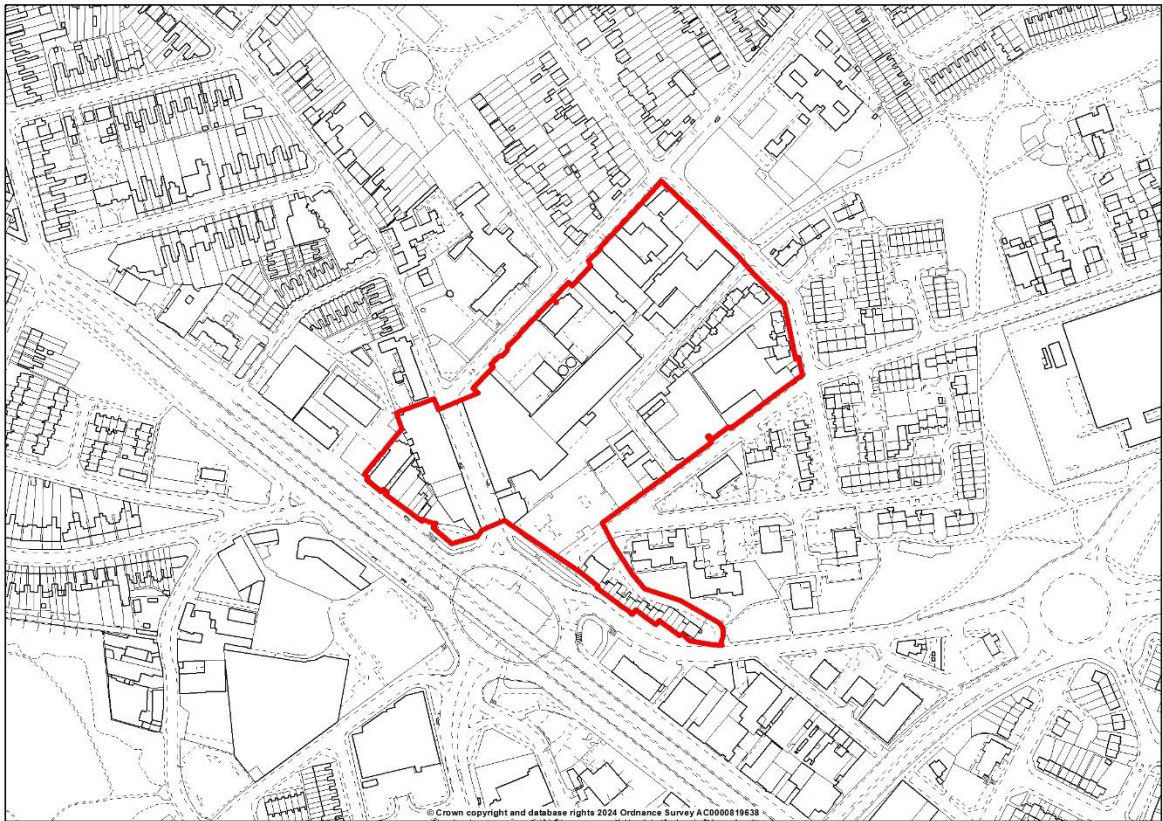


Growth Zone 14: Hockley and Soho Hill

Hunters Road and surrounding area

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| HELAA 2023 Site Reference | 3051 |
| Growth Zone | Hockley & Soho Hill |
| Site name | Hunters Road and surrounding area |
| Site address | Hunters Road, Birmingham B19 1DS |
| Ward | Split between Lozells Ward and Newtown Wards |
| Site area | 5.14 hectares |
| Existing use(s) | Mixed Use – Signet Group Factory and surface car park, small scale commercial units, derelict units, BCC housing and parade local shops on New John Street West. |
| Proposed use(s) | Comprehensive residential-led development, with some small commercial units at ground floor level, to meet the daily living requirements of local residents. Remodelling of older brick buildings for community, leisure and places of worship. |
| Indicative capacity | 1,645 dwellings |
| Development timeframe (HELAA 2023) | 5-10 years = 822 dwellings 10-15 years = 823 dwellings |
| Supporting documents | Our City Central Birmingham Framework (2024) |
| Reasons for allocation | Underutilised employment land in a central location and to assist in the delivery of new housing for the city. |
| Constraints | <ul style="list-style-type: none"> • Flood Risk – site is within Zone 2 and 3 due to the culverted Hockley brook. • Heritage – the site borders the Lozells & Soho Hill Conservation Area and includes the Grade II Listed Thomas Ingram and Company Ltd building on Soho Hill. Immediately outside of the site boundary is the Grade II* Listed Convent of Our Lady of Mercy and a series of associated Grade II Listed houses along Hunters Road. • Vehicular Access – site is adjacent to Hockley Circus and Hockley Flyover which is a primary transport route from the City Centre to Handsworth Local Centre and Sandwell |
| Site requirements | <ul style="list-style-type: none"> • Support the delivery of a mixed-use development for residential, community and employment purposes • Deliver new forms of high density, urban living, with active ground floor uses on the key junction of Soho Hill and Hunters Road and on the existing Signet Factory site • Retain original brick buildings wherever possible, to reflect the Industrial character of Hockley. Opportunities exist for community groups, faith organisations, sports and leisure activities to activate the area with new purposes, increased pedestrian movement and community interactions • Provide strong, built frontages to surround the new public square – in the event of the Hockley Flyover being remodelled or removed • Contribute to the creation of a high-quality public realm with trees and areas of green landscaping, to transform the existing hard-surfaced landscape. • Create clear connections between new development and the new public square and ‘Green Corridor’, that is planned to extend |

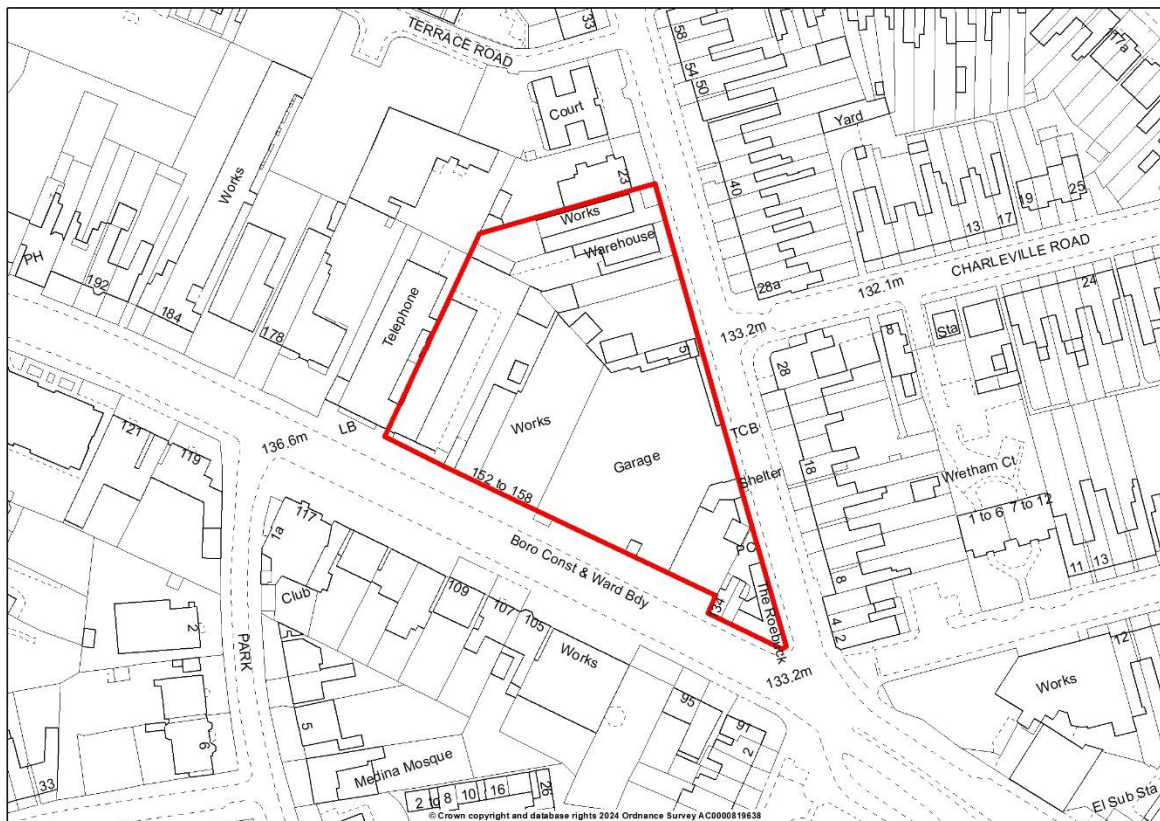
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| | <p>from the City Centre towards Handsworth. The connection of new homes to pedestrian and cycle routes will encourage residents to adopt sustainable means of travel and lessen car dependency.</p> <ul style="list-style-type: none"> • Replace the parade of shops situated on the junction of Farm Street New John Street West with a contemporary, mixed-use development • Improve or replace the existing buildings adjacent to the Gurdwara Bebe Ke, with new retail and residential units, that create an enhanced setting for the temple and improves its visibility on Soho Hill. These improvements could also benefit the derelict theatre that offers potential as a community asset • Assess any impacts of new development on the Conservation Area and wider settings of Listed Buildings • Identify opportunities for more sustainable means of water management that will reduce flooding risks. The creation of a naturalised route for the brook and/or remodelled culverts, should both be considered. • Access / servicing to the development be from Hunters Road/Nursery Road/Farm Street to allow bus / cycle lanes to remain clear on Soho Hill |
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Junction of Hamstead Road and Soho Hill

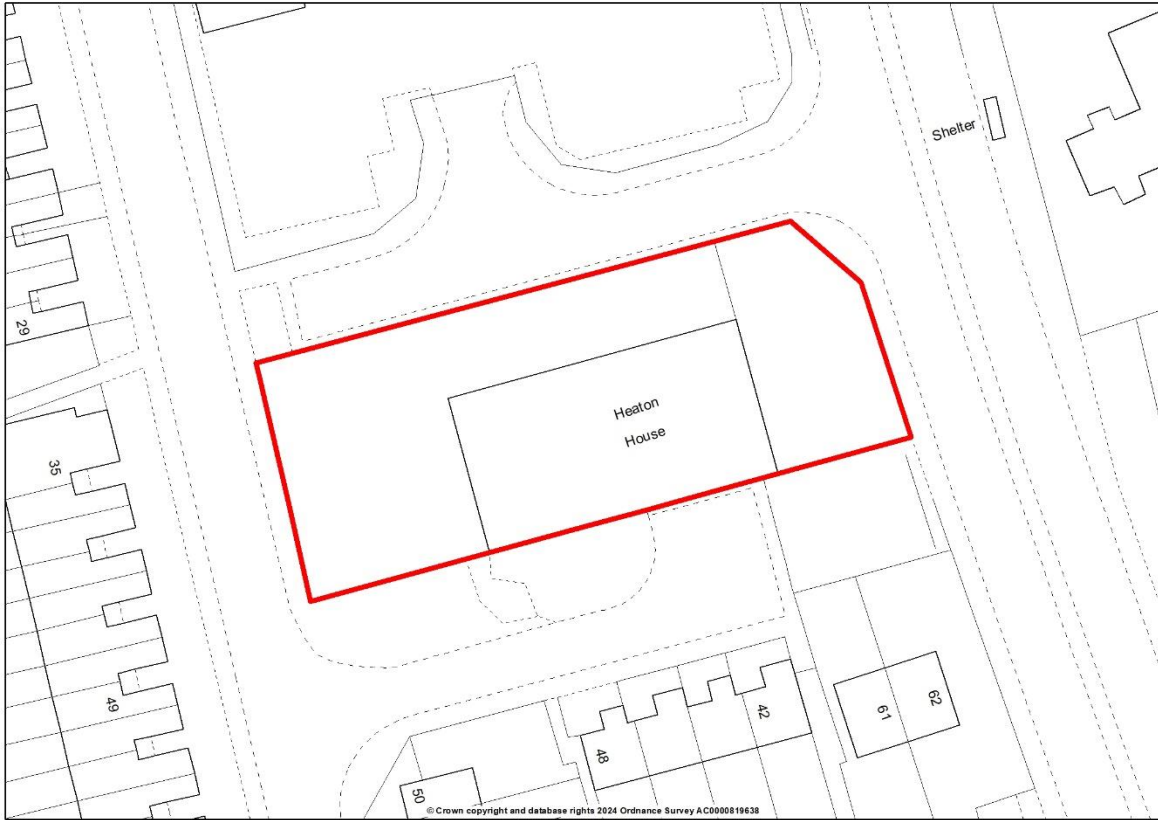
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| HELAA 2023 Site Reference | N593 |
| Growth Zone | Hockley & Soho Hill |
| Site name | Junction of Hamstead Road and Soho Hill |

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| Site address | 130-160 Soho Hill, Birmingham |
| Ward | Lozells |
| Site area | 0.82 hectares |
| Existing use(s) | Mixed use including commercial and community uses |
| Proposed use(s) | Comprehensive mixed-use redevelopment for uses including the introduction of residential development |
| Indicative capacity | 56 dwellings |
| Development timeframe (HELAA 2023) | 5-10 years |
| Supporting documents | Central Birmingham Framework 2023 |
| Reasons for allocation | The site is in poor condition and does not contribute to the conservation area. |
| Constraints | Soho and Lozells Conservation Area |
| Site requirements | <p>The site should:</p> <ul style="list-style-type: none"> • Provide a range of uses that contribute to the local community, including housing. ▪ Contribute to the quality of the built environment in the conservation area. ▪ Improve the public realm and enhance the pedestrian environment. ▪ Respond to opportunities for <p>The development necessitates a comprehensive masterplan covering both the site and its broader surroundings, preventing isolated consideration, and optimizing the wider regeneration potential.</p> |



Heaton House

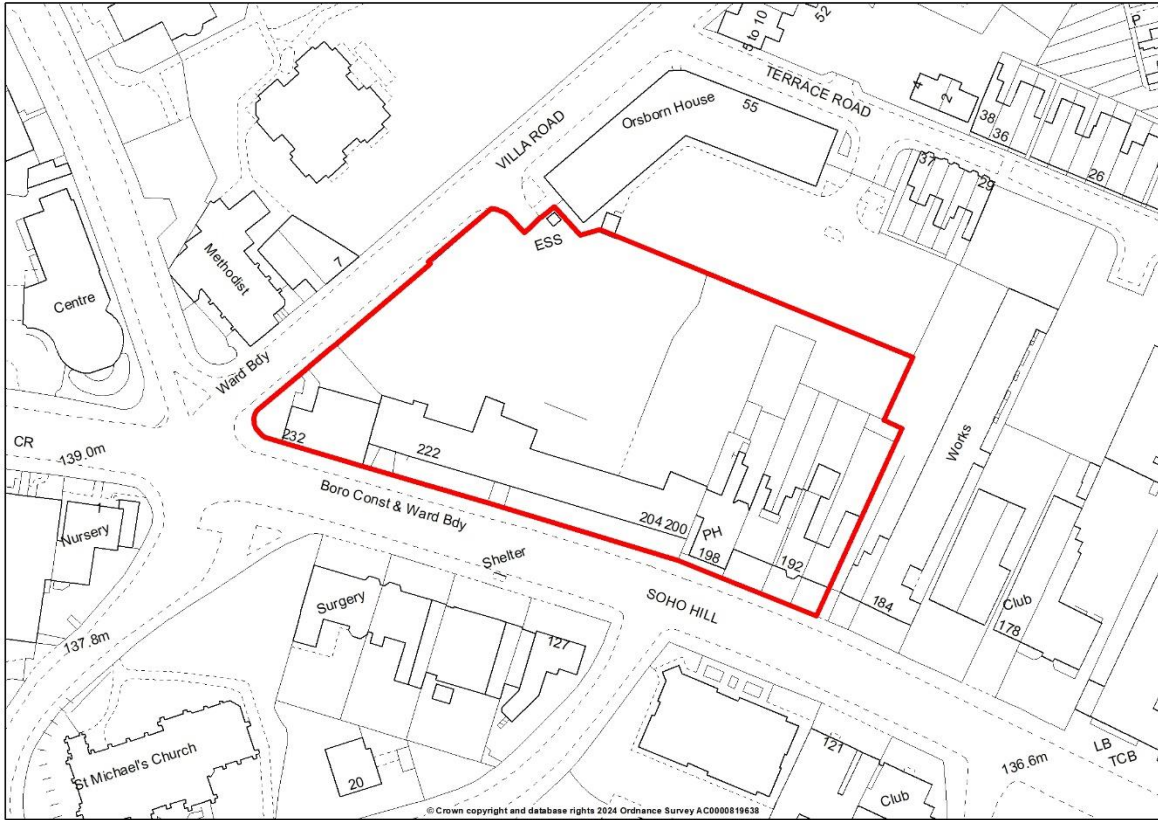
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| HELAA 2023 Site Reference | 2451 |
| Growth Zone | Hockley & Soho Hill |
| Site name | Heaton House |
| Site address | Heaton Street, Hockley, Birmingham B18 |
| Ward | Soho & Jewellery Quarter |
| Site area | 0.19 ha (adjacent to Muhammed Ali Sports Centre and Icknield St allocation) |
| Existing use(s) | Wholesaler retail |
| Proposed use(s) | Residential-led Mixed Use |
| Indicative capacity | 76 dwellings |
| Development timeframe (HELAA 2023) | 5-10 years |
| Supporting documents | Central Birmingham Framework (2024) |
| Reasons for allocation | Identified in the Central Birmingham Framework as a key location for the expansion of the central core. The long-term ambition is to either remove or remodel the Flyover and should either of these be achieved, any new development of the allocation site will be in a prominent location and contribute to the creation of a renewed character for the Hockley & Soho Hill Growth Zone. The allocation site is positioned on the boundary with the Jewellery Quarter and is well connected to the City Centre, by both road and the Metro system. |
| Constraints | <ul style="list-style-type: none"> Heritage - Icknield Street School: Grade II Listed- adjacent to the site. Vehicular Access - Heaton Street is a Classified Road. |
| Site requirements | <ul style="list-style-type: none"> For residential-led mixed-use development to contribute to the creation of a revitalised character for the Hockley Flyover area. New models of urban living are thought appropriate in this location and provide the potential for innovative designs for a range of household types. The potential for shared outdoor communal areas, terraces and courtyards should all be explored to ensure that residents have good access to amenity spaces. This is particularly important on this site, as access to open spaces in the area are limited. Opportunities to include small shops and units at ground floor level to meet the daily living needs of residents would be supported. The impact of new development on the Grade II Listed heritage asset of Icknield Street School will need to be carefully considered. The use of high-quality design will enhance its current setting and contribute to the overall improvement of the street scene. |



Bill House

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| HELAA 2023 Site Reference | N522 |
| Growth Zone | Hockley & Soho Hill |
| Site name | Bill House |
| Site address | 188-232 Soho Hill, Birmingham B19 1AP |
| Ward | Lozells |
| Site area | 0.88 hectares |
| Existing use(s) | Vacant building and cleared land, some of which accommodates temporary car parking uses. |
| Proposed use(s) | Comprehensive mixed-use development for uses including the introduction of residential development, community and other uses suitable for a Local Centre. |
| Indicative capacity | 59 dwellings |
| Development timeframe (HELAA 2023) | 5-10 years |
| Supporting documents | Central Birmingham Framework 2023 |
| Reasons for allocation | The site is vacant and sits within a busy local centre at a key junction, and within a conservation area. It is in poor condition and attracts antisocial behaviour including two recent fires. A Development Brief has been produced by the Council to guide development. |
| Constraints | Soho and Lozells Conservation Area |

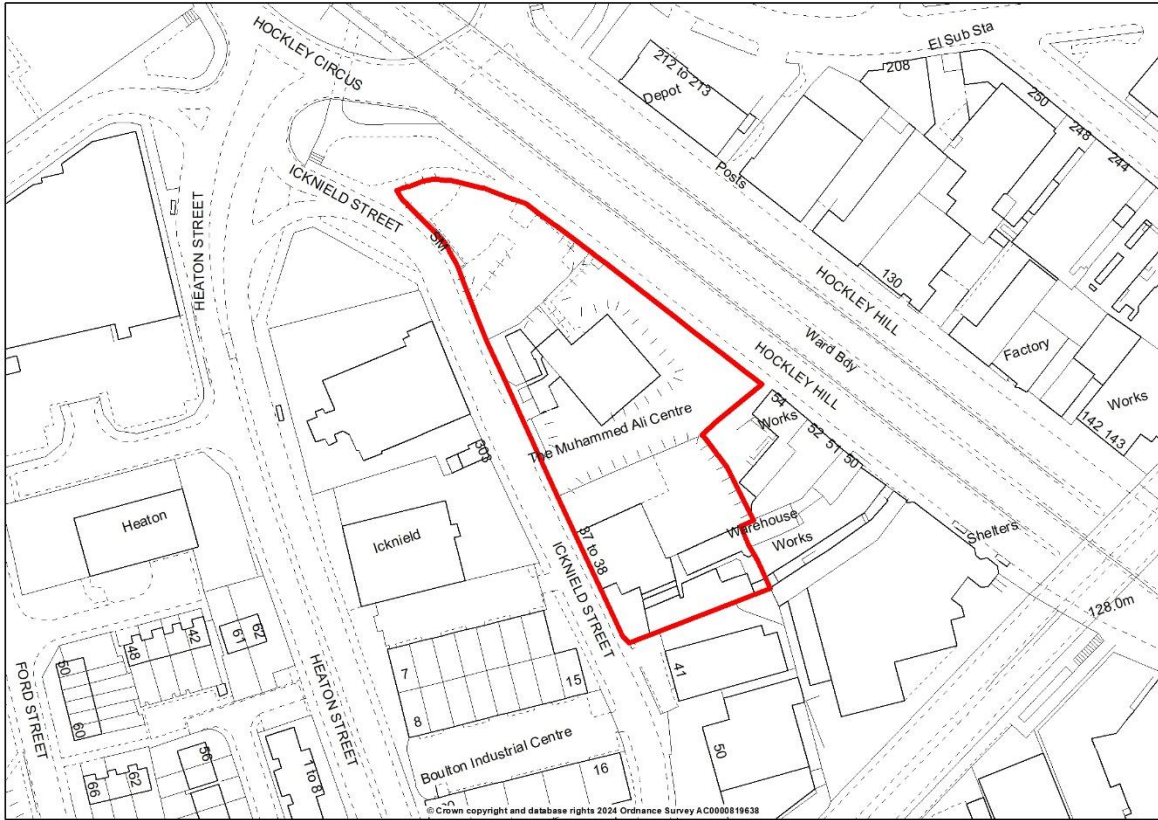
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| <p>Site requirements</p> | <ul style="list-style-type: none"> • Development must consider the wider area to ensure the site will not be considered in isolation and maximise the wider regeneration opportunity. • To ensure that the benefits are realised early, the redevelopment of this site will have to be phased. • The development should create a strong sense of place that complements the site's gateway location and the historic urban context. • The Bill House building has architectural and townscape merit and offers an opportunity for creative adaptation, potentially with additional accommodation above the existing 3-storeys. • The development should establish a strong built frontage along Soho Hill and Villa Road. • The building scale at the street corner could be greater than elsewhere on the site, marking the southern end of the Soho Road local centre and complementing the existing church and Sikh temple. A height of 5 storeys is likely appropriate. Any proposals for taller buildings must be justified through detailed building modelling and visual assessments, demonstrating the impact on the townscape. Along Soho Hill, 4 storeys (possibly with 5-storey elements) are likely to be acceptable, with a maximum of 4 storeys away from the main corridor along Villa Road and away from street frontages. • Potential developers should investigate creative adaptation and repurposing of existing structures, notably the core Bills House structural frame, as part of a sustainable strategy contributing to a distinct sense of place. • Preference for access / servicing to the development be from Villa Road to allow bus / cycle lanes to remain clear on Soho Hill |
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Former Muhammed Ali Sports Centre & Surroundings

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| HELAA 2023 Site Reference | 2468 and 2148 |
| Growth Zone | Hockley & Soho Hill |
| Site name | Former Muhammed Ali Sports Centre & Surroundings |
| Site address | Icknield Street, Hockley, Birmingham B18 5AU |
| Ward | Soho & Jewellery Quarter |
| Site area | 0.7 hectares |
| Existing use(s) | Former Muhammed Ali Sports Centre and Industrial factory |
| Proposed use(s) | Mixed use – primarily Residential-led |
| Indicative capacity | 148 dwellings |
| Development timeframe (HELAA 2023) | 0-5 years = 52 dwellings (HELAA site 2148) 5-10 years = 96 dwellings (HELAA site 2468) |
| Supporting documents | Central Birmingham Framework (2024) |
| Reasons for allocation | The areas immediately surrounding the Hockley Flyover have been identified in the Central Birmingham Framework 2023 as a key location for transformation. There is currently an Outline Consent under planning application 2018/08995/PA for the redevelopment of the former Muhammed Ali Sports Centre. The approved plans propose a Vocational College with an Enterprise Hub and associated workshops, as well as residential units. As part of the Call for Sites process in 2022, the site adjacent to the Muhammed Ali Sports Centre was submitted. |

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| | <p>The allocation site is positioned on the boundary with the Jewellery Quarter and is well connected to the City Centre, by both road and the Metro system.</p> |
| <p>Constraints</p> | <p>Heritage:</p> <ul style="list-style-type: none"> • Icknield Street School: Grade II Listed- adjacent to all of the sites within the allocation boundary. • Albion Place (51, 52, 53 and 54 Hockley Hill): Grade II Listed – shares a boundary line with Icknield Street site. <p>Contamination:</p> <ul style="list-style-type: none"> • The Icknield Street site historically functioned as an Industrial factory and investigation will be required to verify any potential land contamination issues <p>Vehicular Access:</p> <ul style="list-style-type: none"> • Hockley Hill runs to the rear of the allocation site boundary and connects directly to the main A41 route. • Hockley Flyover is positioned at the corner of the allocation site and is a primary section of Highways infrastructure and key route for vehicle traffic from the City Centre to surrounding neighbourhoods in all directions. |
| <p>Site requirements</p> | <ul style="list-style-type: none"> • To deliver a Residential-led mixed use development to contribute to the creation of a revitalised character for the Hockley Flyover area. • To build new models of urban living, with innovative designs for a range of household types. The potential for shared outdoor communal areas, terraces and courtyards should all be explored to ensure that residents have good access to amenity spaces. This is particularly important on this site, as access to open spaces in the area is limited. • To deliver clude small shops and units at ground floor level to meet the daily living needs of residents • To carefully consider the Grade II Listed heritage assets of Icknield Street School and Albion Place. The use of high-quality design should enhance the current settings of these assets and enable them to become more visible on the street scene and make their historical contribution to the neighbourhood evident. These improvements may assist in new purposes being identified for both properties and support their preservation for the future. |

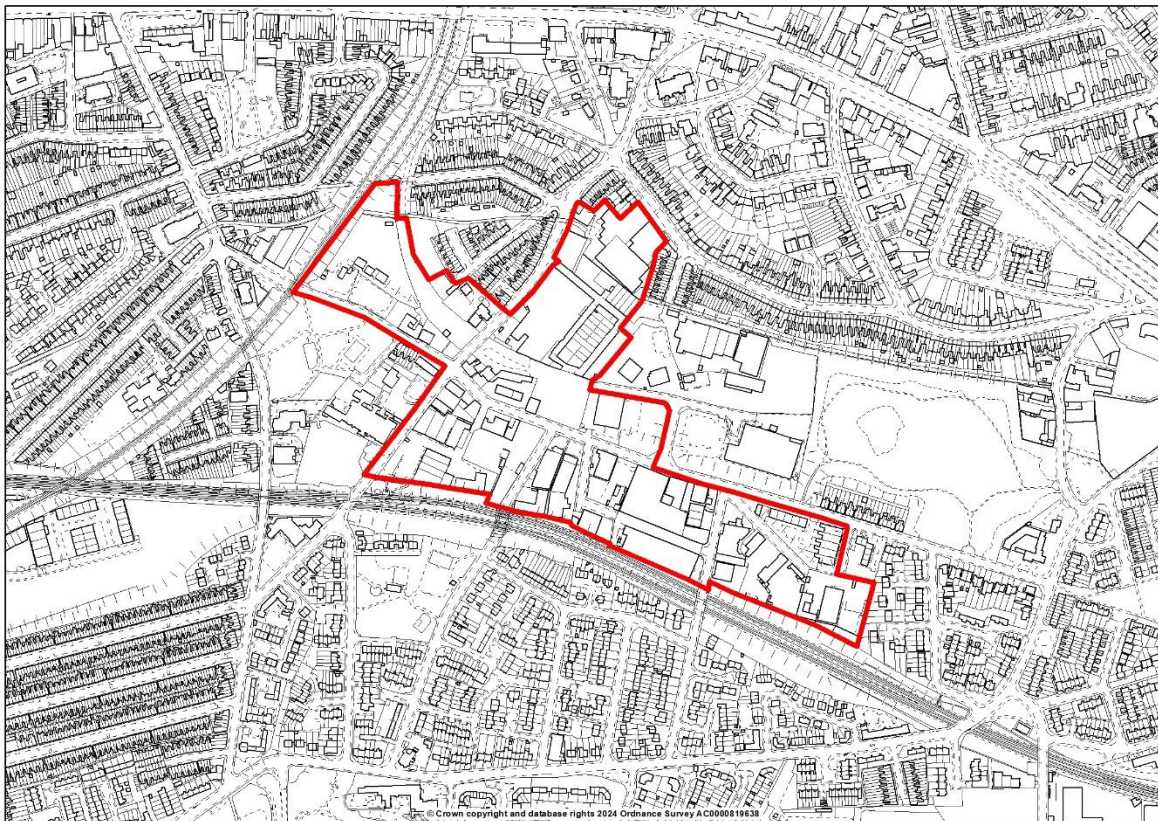


Growth Zone 15: Gib Heath

Gib Heath

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| HELAA 2023 Site Reference | 3026 |
| Growth Zone | Gib Heath |
| Site name | Gib Heath |
| Site address | Factory Road and Park Road |
| Ward | Soho & Jewellery Quarter |
| Site area | 13.5 hectares |
| Existing use(s) | Mixed - industrial, scrapyards, car repairs |
| Proposed use(s) | Mixed use – residential led with complementary uses |
| Indicative capacity | 662 dwellings |
| Development timeframe (HELAA 2023) | 15+ years |
| Supporting documents | Our City Central Birmingham Framework (2024) |
| Reasons for allocation | The review of the Winson Green Core Employment Area in Gib Heath found that the remaining industrial uses in this area are dispersed and small scale in nature and do not warrant designation as a Core industrial Area. Alongside the close proximity of these activities to a primary school and residential properties on the opposite side of Factory Road and along South Road it is not considered to be appropriate to continue to protect and promote this area for B2 and B8 development. The |

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| | <p>release of this site from Core Employment Area designation means that the site should be considered for alternative uses including residential. The area to the north of Factory Road is currently occupied by a scrap yard, garage and car wash. As the land is adjacent to a primary school and Bacchus Road Park, and in close proximity to Soho Benson Road tram station, it is suitable for redevelopment to provide residential units and create a more sustainable environment. The allocation overlaps an existing site of 0.53 ha which is currently under construction for employment use.</p> |
| <p>Constraints</p> | <p>Hockley Brook is culverted in the area. Flood Zone 2 Flood Zone 3</p> |
| <p>Site requirements</p> | <ul style="list-style-type: none"> • Introduce new uses including residential and community uses. • Support for the naturalisation of the Hockley Brook, providing space for better water management. • Contribute to an improved environment along the canal corridor. • Create a green corridor between Gib Heath Park and Bacchus Road Park. • Improve the quality of public realm with integration of green infrastructure, street furniture and wayfinding. • Preference for access onto highway network to be segregated between residential and commercial. |



Growth Zone 16: Villa Park and Witton

Site on Witton Road adjacent to entrance to Witton railway station

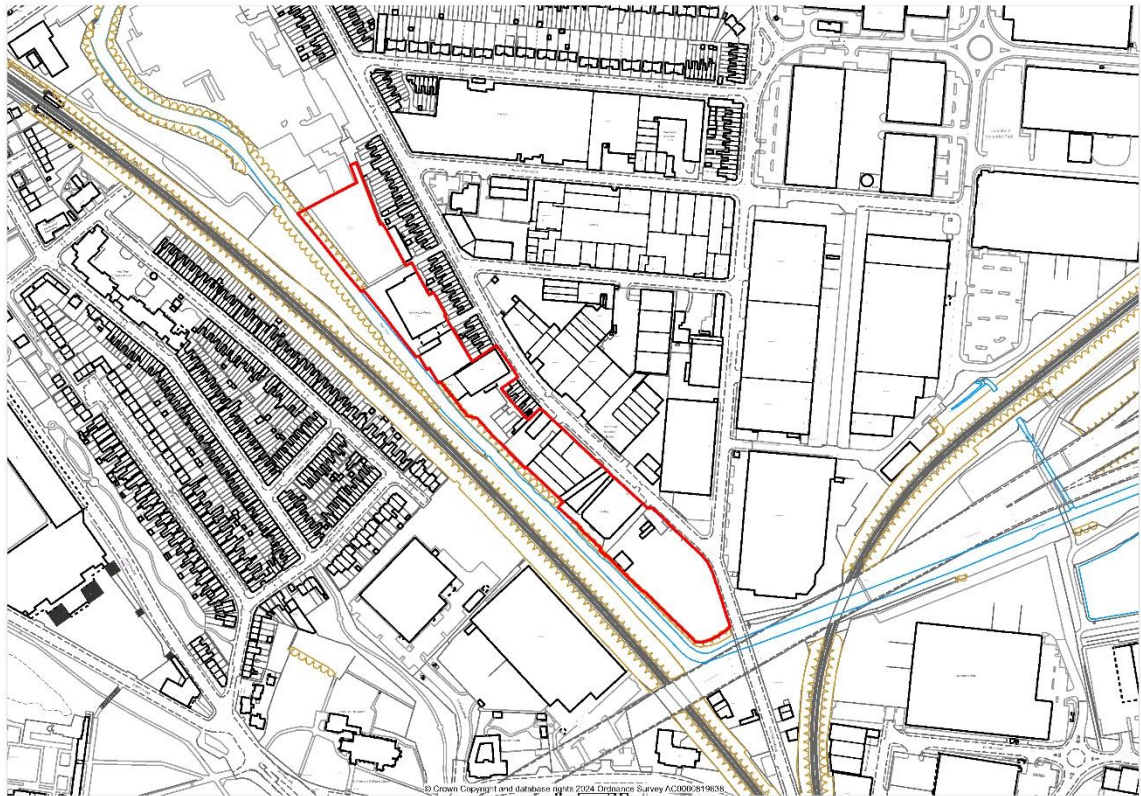
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| HELAA 2023 Site Reference | 3041 |
| Growth Zone | Villa Park and Witton Local Centre Growth Zone |
| Site name | Site on Witton Road adjacent to entrance to Witton railway station |
| Site address | Witton Road to Manor Road car Park, Witton, B6 6QT |
| Ward | Aston |
| Site area | 0.95 hectares |
| Existing use(s) | Hand Car Wash, residential, commercial uses including Post Office |
| Proposed use(s) | Mixed Town Centre uses and Residential |
| Indicative capacity | 63 dwellings |
| Development timeframe (HELAA 2023) | 5-10 years |
| Supporting documents | Emerging Masterplan underway |
| Reasons for allocation | Underutilised site in a prominent gateway location |
| Constraints | Consideration may be needed to whether land from this site will be required to facilitate the enhancements to Witton Railway Station. |
| Site requirements | <ul style="list-style-type: none"> • This opportunity site is suitable for a mix of town centre uses, including commercial on ground floor along Witton Road with residential uses on upper floors and to the rear of the site. • Consideration could be given to the potential relocation of the Post Office to a more prominent location on the high street. • Consideration will need to be given to the relationship with the ramp leading to Witton Railway Station in order to provide a safe and more welcoming environment for users of the station. Opportunities to increase natural surveillance will be essential. • The site is in a prominent location marking the start of Witton High Street. As such a landmark building of distinctive character will need to be delivered. • Access to be derived from Manor Road; consideration of highway improvements/reconfiguration of the Witton Road/ Manor Road junction to moderate right turn flow into Manor Road |



Tame Road industrial units along the River Tame

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| HELAA 2023 Site Reference | N177 |
| Growth Zone | Villa Park and Witton Local Centre |
| Site name | Tame Road industrial units along the River Tame |
| Site address | Tame Road, Witton, Birmingham B6 7HS |
| Ward | Aston |
| Site area | 2.6 hectares |
| Existing use(s) | Industrial uses, gym and lorry park |
| Proposed use(s) | Residential – with the potential for retention of some non-designated heritage assets for other uses such as the gym that support local needs and the areas vitality |
| Indicative capacity | 88 dwellings |
| Development timeframe (HELAA 2023) | 5-10 years |
| Supporting documents | Emerging Masterplan underway. |
| Reasons for allocation | Poor quality and restrained industrial uses along with a mix of other uses, that conflicts in some areas with existing residential and the aspiration to open up the river. |
| Constraints | <ul style="list-style-type: none"> • Flood zone 2 and 3 • Easement requirements for the River Tame • A38 is a physical barrier and may result in poor air quality |

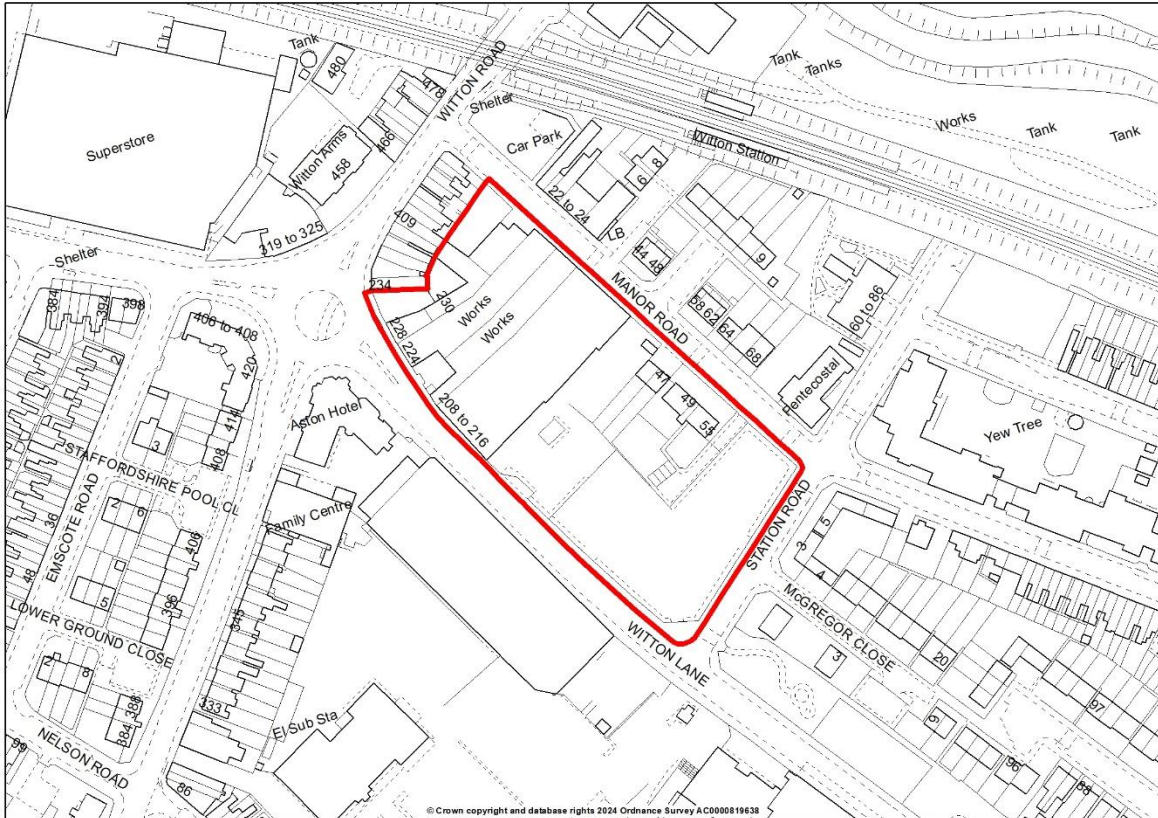
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| Site requirements | <ul style="list-style-type: none"> • Developments will need to provide a positive relationship with the river, allowing space for the easement as set out in Policy GZ17 and also facilitate the provision of a walking and cycling route along the waterway. • Development will need to be well integrated with the existing terrace housing on Tame Road and consider the relationship with the new development proposed in Westwood Business Park • Proposals should positively incorporate the non-designated heritage assets of 255 Tame Road, and the Tame Road Industrial Estate, these buildings add character to the area. • Sustainable connections require improvement. |
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Corner of Witton Road and Witton Lane

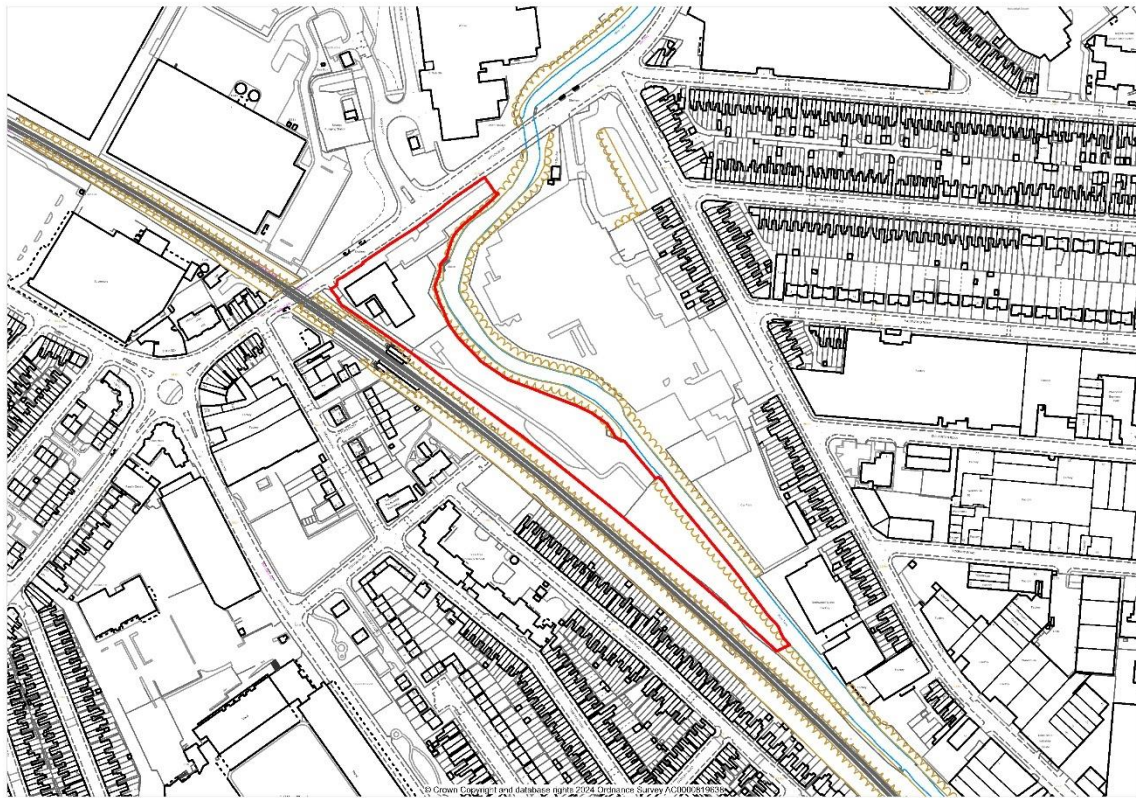
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| HELAA 2023 Site Reference | 3037 |
| Growth Zone | Villa Park and Witton Local Centre |
| Site name | Corner of Witton Road and Witton Lane |
| Site address | 208-216 Witton Ln, Birmingham B6 6QE |
| Ward | Aston |
| Site area | 1.36 hectares |
| Existing use(s) | Vehicle servicing, banqueting hall and surface level car park |
| Proposed use(s) | Mixed town centre uses and residential |
| Indicative capacity | 81 dwellings |

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| Development timeframe (HELAA 2023) | 15+ years |
| Supporting documents | Emerging Masterplan is underway |
| Reasons for allocation | The existing uses of vehicle servicing are not in keeping with the local centre location. They create a poor frontage at a key location and provide a poor relationship to the adjacent listed building of the Tramway Depot. Witton Lane Tramway Depot building has been included in the allocation to ensure that proposals on either side respect the heritage and character of this building and to ensure a comprehensive approach is taken to the redevelopment of this part of Witton Local Centre. |
| Constraints | Witton Lane Tramway Depot is Grade II Listed |
| Site requirements | <ul style="list-style-type: none"> • This opportunity site is suitable for a mix of town centre uses, including commercial on ground floor along Witton Road and Witton Lane with residential uses on upper floors and to the rear of the site towards Manor Road. • The existing banqueting facilities are considered suitable uses and will be supported at the Tramway Depot building on the proviso that the uses protect and enhance the listed building. • The development of the car park site that sits on the corner of Station Street has the potential for a landmark building that better reflects the surrounding heritage buildings, creates an improved setting at the main entrance to the stadium and welcomes people along Station Street to the potential new entrance to the railway station off Station Street. Potential uses could include a hotel. • Promote changes at the Witton Road/Manor Road junction to remove right turn conflict into Manor Rd |



Land Between Railway Line and River Tame

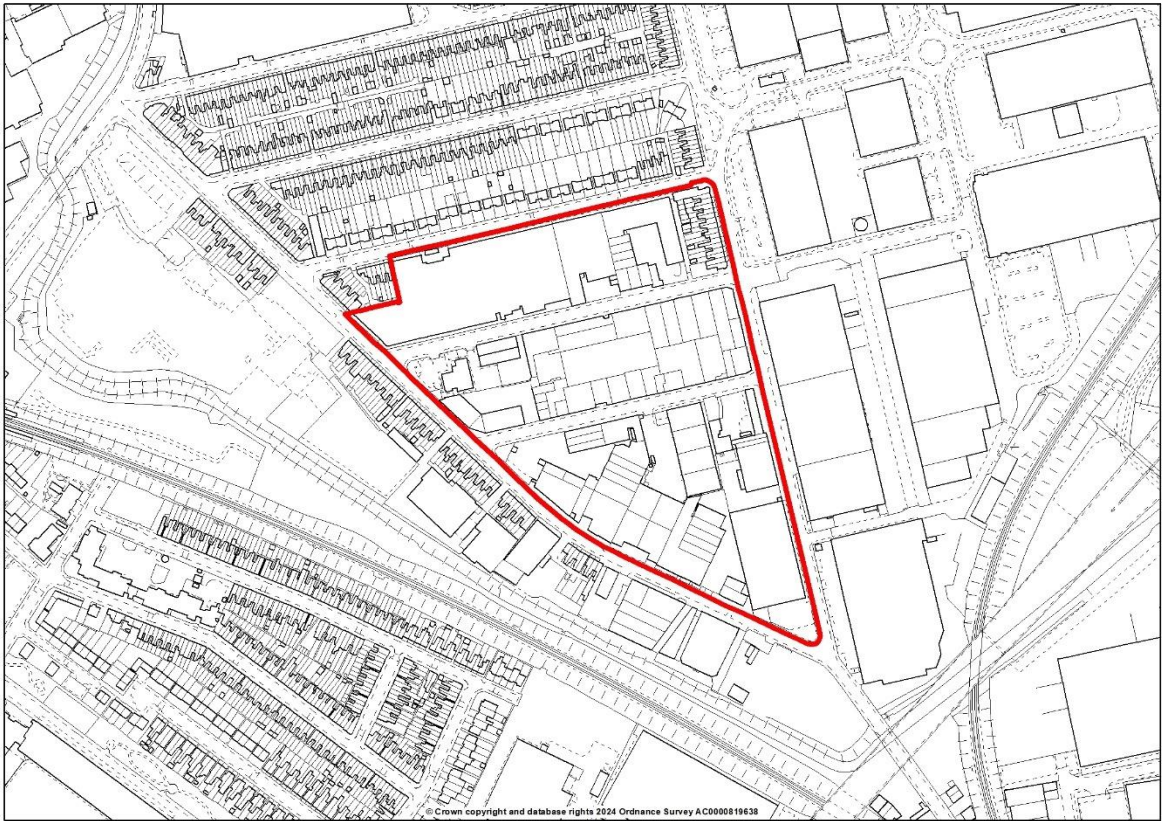
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| HELAA 2023 Site Reference | 3048 |
| Growth Zone | Villa Park and Witton Local Centre |
| Site name | Land along River Tame |
| Site address | Land between railway line and River Tame |
| Ward | Aston |
| Site area | 1.7 Ha |
| Existing use(s) | Green space and one commercial building |
| Proposed use(s) | Residential |
| Indicative capacity | 103 dwellings |
| Development timeframe (HELAA 2023) | 10-15 years |
| Supporting documents | Emerging masterplan |
| Reasons for allocation | Empty site |
| Constraints | Floodzone 1 and 2 |
| Site requirements | <ul style="list-style-type: none"> • The site has potential for town house that optimise the river site location. • The design of the scheme would need to mitigate against the impact of the adjacent railway line. • Connections through the site to the railway station and across the river should be maximised. |



Westwood Business Park

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| HELAA 2023 Site Reference | 3024 |
| Growth Zone | Villa Park and Witton Local Centre |
| Site name | Westwood Business Park |
| Site address | Dulverton Road, Birmingham B6 7EQ |
| Ward | Aston |
| Site area | 7.85 hectares |
| Existing use(s) | Industrial and Employment uses |
| Proposed use(s) | Residential |
| Indicative capacity | 440 dwellings |
| Development timeframe (HELAA 2023) | 5-10 years = 220 dwellings 10-15 years = 220 dwellings |
| Supporting documents | Emerging Masterplan underway |
| Reasons for allocation | Poor quality industrial land with some uses that would fall outside of industrial class use. |
| Constraints | Flood zone 2 and 3 |
| Site requirements | <ul style="list-style-type: none"> • Comprehensive redevelopment of the industrial land for high quality residential uses. • As the site allocation covers a large area, developments may come forward in phases, starting with the derelict buildings as a priority. Individual schemes will be expected |

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| | <p>to demonstrate a comprehensive approach to design, green infrastructure and public realm across all the allocation area.</p> <ul style="list-style-type: none"> Proposals will also be expected to demonstrate that they do not have a detrimental impact on either the continued operation of remaining industrial uses within the area or the redevelopment of the surrounding sites for residential. Consideration will need to be given to the relationship between the new housing and the remaining high quality industrial uses along Electric Avenue. Proposals for the site should include a new park or central green space. Sustainable connections would need to be improved. |
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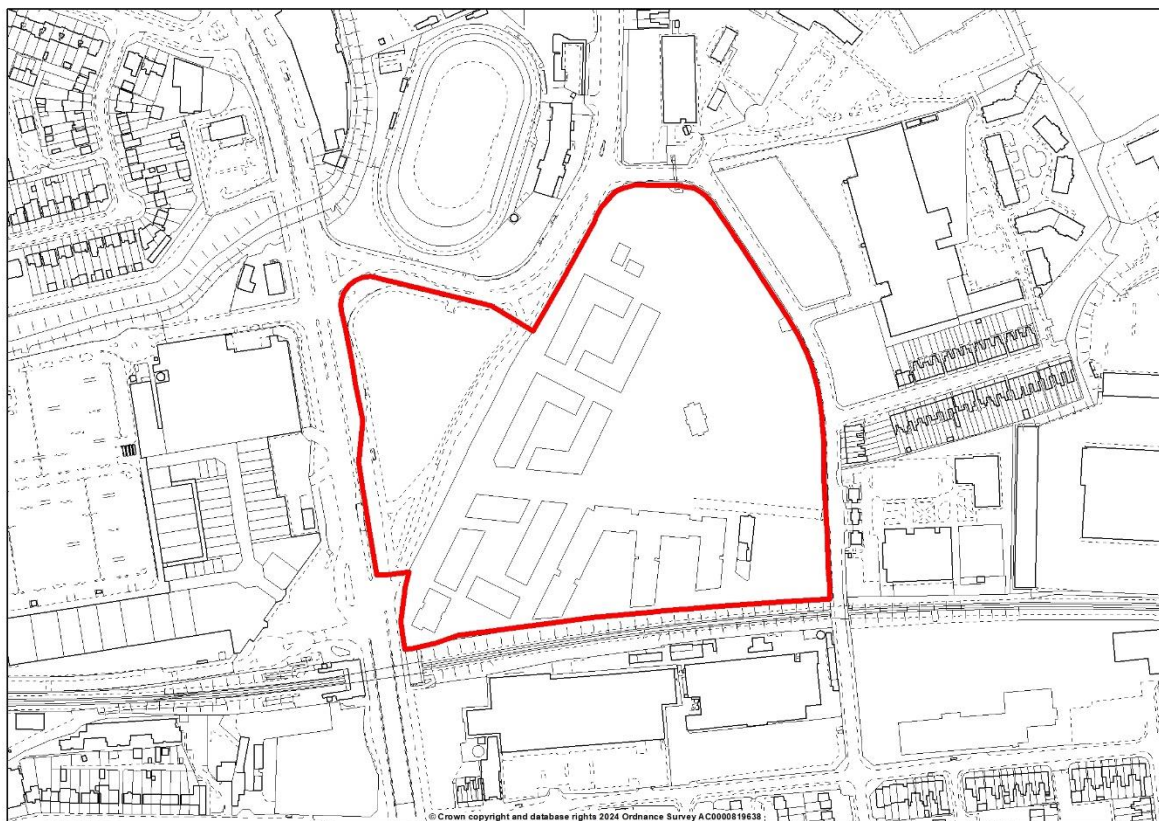


Growth Zone 17: Perry Barr

Perry Barr Village Phase 1

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|---------------------------|---------------------------------------|
| HELAA 2023 Site Reference | Comprises several - N594A-J |
| Growth Zone | Perry Barr |
| Site name | Perry Barr Village Phase 1 |
| Site address | Wellhead Lane, Perry Barr, Birmingham |
| Ward | Perry Barr |
| Site area | 9.4 Ha |

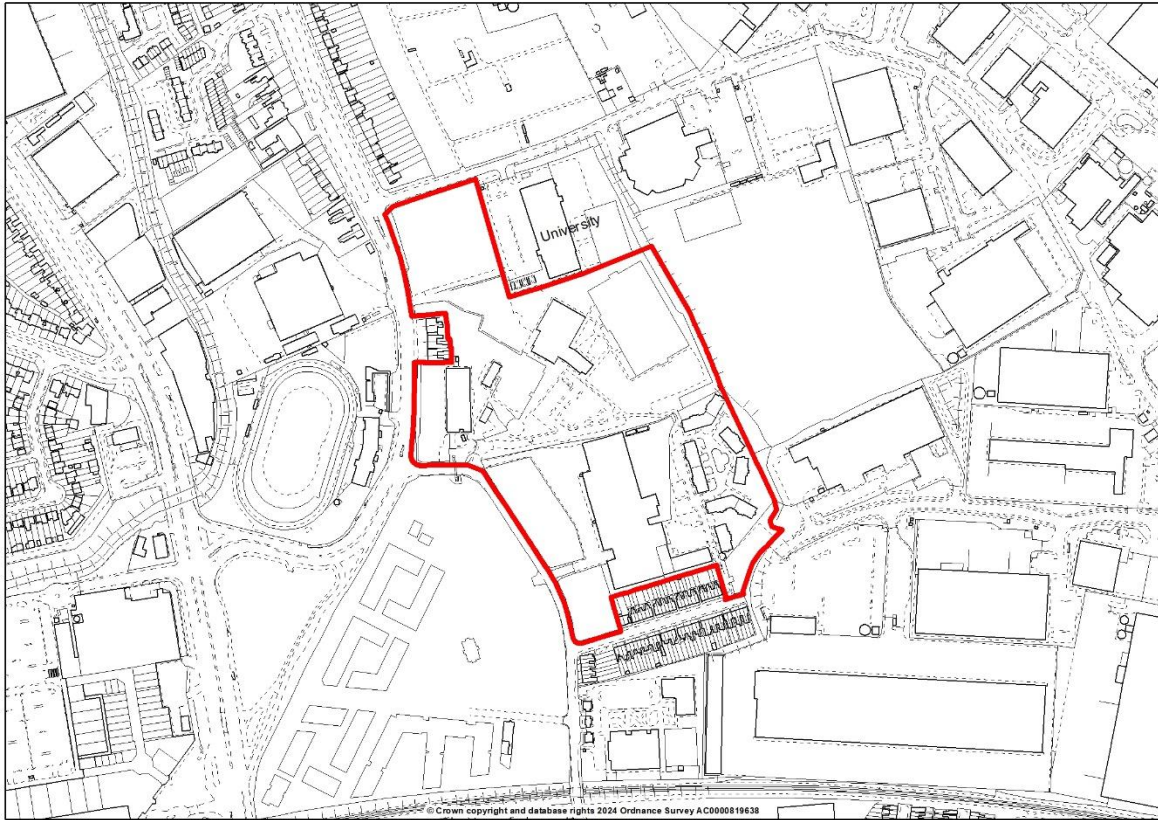
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| Existing use(s) | Part of the site has been developed to deliver 968 new homes. The remainder provides further cleared and serviced plots, as well as a retained former public house. |
| Proposed use(s) | Residential |
| Indicative capacity | 983 dwellings |
| Development timeframe (HELAA 2023) | 0-5 years |
| Supporting documents | Perry Barr 2040: A Vision for Legacy Masterplan |
| Reasons for allocation | Planning consent 2018/06313/PA and subsequent amendments have granted consent for 1,414 homes, of which 968 have been completed. |
| Constraints | The former public house is locally listed and should be retained. |
| Site requirements | <ul style="list-style-type: none"> • Deliver high quality design which provides an attractive choice of homes for people of all ages providing a mix of home types and tenures • Enhance the setting of the central park • Bring the former Hare of the Dog Public House back into a viable use to support the vibrancy of the area • Support the vision for the area by minimising reliance on private cars |



Perry Barr Village Phase 2

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| HELAA 2023 Site Reference | N900 |
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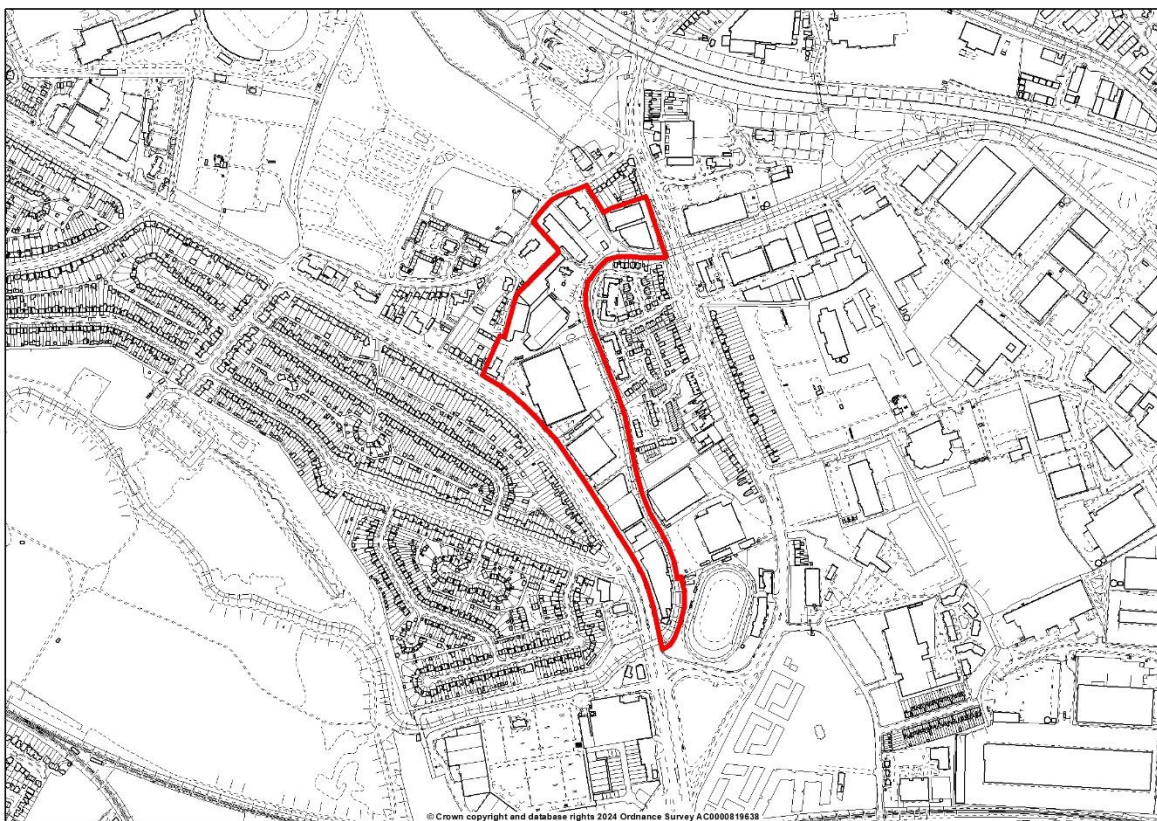
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| Growth Zone | Perry Barr |
| Site name | Perry Barr Village Phase 2 |
| Site address | Wellhead Lane, Perry Barr, Birmingham |
| Ward | Perry Barr |
| Site area | 10.3 Ha |
| Existing use(s) | Part of the site is cleared. It also includes the former Perry Barr Bus Depot, and former student accommodate at Oscott Gardens which is currently utilised as temporary homeless accommodation for families. It also contains the Doug Ellis Sports Centre and associated all-weather pitch. |
| Proposed use(s) | Residential led, with scope for a range of community, cultural, and commercial uses to be accommodated to support the growing local community. |
| Indicative capacity | 458 dwellings |
| Development timeframe (HELAA 2023) | 5-10 years = 340 dwellings 10-15 years = 118 dwellings |
| Supporting documents | Perry Barr 2040: A Vision for Legacy Masterplan |
| Reasons for allocation | Outline consent for up to 500 homes was granted in 2019. Although this has lapsed, the principles remain sound and are supported by the Perry Barr 2040: A Vision for Legacy Masterplan. |
| Constraints | The Doug Ellis Sports Centre and associated all-weather pitch should be retained and integrated into the scheme. The northern part of the site is heavily contaminated. A programme of land remediation is required. A significant sewer runs north-east to south-west across the central part of the site. |
| Site requirements | <ul style="list-style-type: none"> • Create routes and spaces that connect with the Phase 1 scheme and other local facilities including the Doug Ellis Sports Centre, Prince Albert School, Holford Drive Community Hub and the allotments • Support the ongoing vitality of Doug Ellis Sports Centre • Consider the introduction of small scale retail or services to support the growing community • Explore options to create new connections to the east, better opening up links to employment opportunities • Consider the full range of options for the reuse of the Bus Garage |



River Tame Corridor

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| HELAA 2023 Site Reference | 3034 |
| Growth Zone | Perry Barr |
| Site name | River Tame Corridor |
| Site address | Walsall Road, Perry Barr, Birmingham |
| Ward | Perry Barr |
| Site area | 9.98 hectares |
| Existing use(s) | Mix of Employment uses - some operational and some underutilised |
| Proposed use(s) | Residential |
| Indicative capacity | 559 dwellings |
| Development timeframe (HELAA 2023) | 15+ years |
| Supporting documents | Perry Barr 2040: A Vision for Legacy Masterplan (2022) |
| Reasons for allocation | The site includes a range of employment uses, as well as underutilised land, and is therefore no longer identified to be to be protected as a Core Employment Area. The Perry Barr 2040 Masterplan identified the scope for change of use to residential in this area, and also to put the river back at the heart of Perry Barr. |
| Constraints | Existing occupiers River corridor easement |

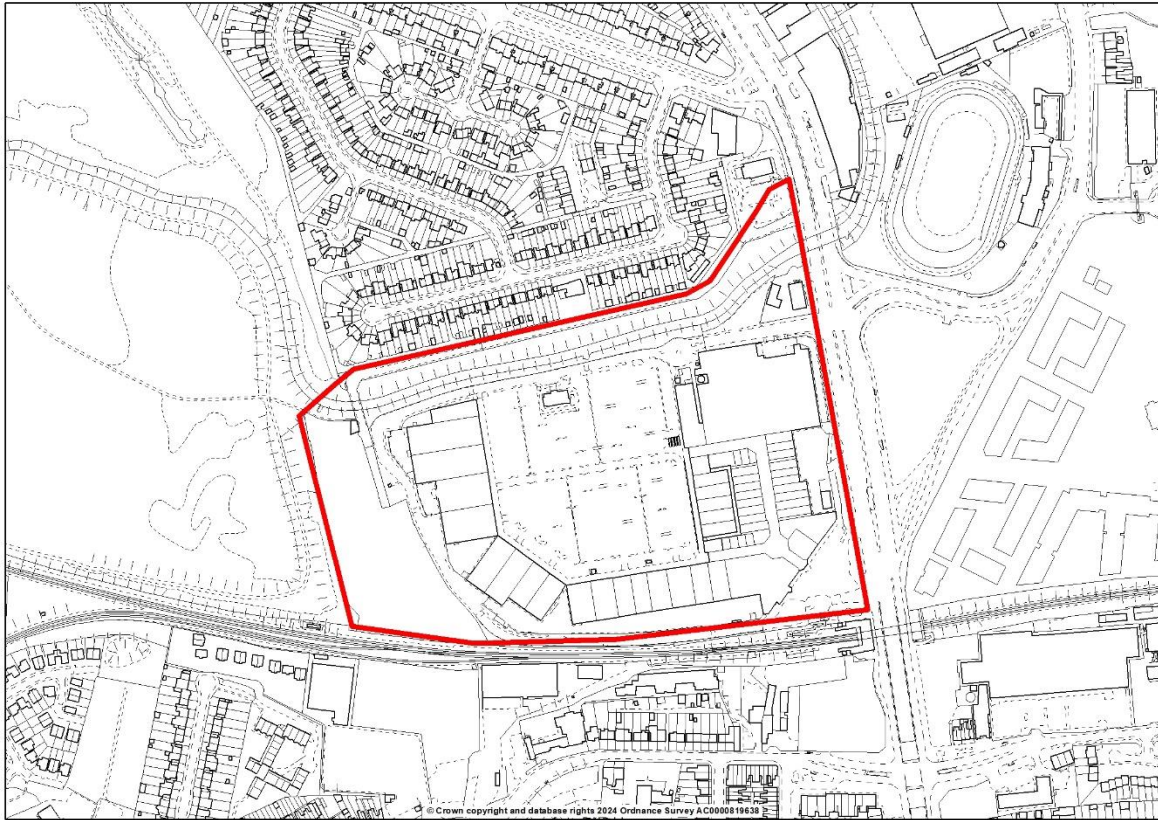
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| | Flood Zone 3 |
| Site requirements | <ul style="list-style-type: none"> • Contribute to an improved environment along Walsall Road • Introduce walking and cycling routes along the river corridor to deliver a 'green loop' around Perry Barr • Support the naturalisation of the River Tame, providing space for better water management • Introduce new uses including residential, commercial and community uses, or reconfigure existing uses • Consider relocation of existing uses to facilitate phased change |



One Stop Shopping Centre and adjoining land

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| HELAA 2023 Site Reference | 3040 |
| Growth Zone | Perry Barr |
| Site name | One Stop Shopping Centre and adjoining land |
| Site address | Walsall Road, Perry Barr, Birmingham |
| Ward | Perry Barr |
| Site area | 13.4 Ha |
| Existing use(s) | Retail shopping centre with significant surface level parking, and an area of vacant land adjacent to Perry Hall Park |
| Proposed use(s) | Local centre uses as well as residential |
| Indicative capacity | 200 dwellings and commercial floorspace |

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| Development timeframe (HELAA 2023) | 15+ years |
| Supporting documents | Perry Barr 2040: Vision for Legacy Masterplan Urban Centres Framework |
| Reasons for allocation | The city's Urban Centres Framework and the Perry Barr 2040 masterplan identify the potential for phased redevelopment of the site to provide an improved and sustainable local centre with a better mix of shops, leisure, services, and the introduction of residential uses. |
| Constraints | Flood zone 2 Access to the site is currently available from Walsall Road, north or south of the shopping centre. This access caters for visitors and servicing. There is no regular vehicle access to the vacant site at the back of the opportunity; this would need to be created. |
| Site requirements | <ul style="list-style-type: none"> • Be phased to ensure local shopping facilities are provided. • Retain some shopping facilities as well as introducing a broad range of new uses which could include leisure and entertainment, health and wellbeing, education and workspaces, and residential, as well as other facilities and services appropriate in a town centre. • Create a walkable place featuring integrated planting and water management. This should include the provision of a new east-west link through the site, connecting the A34 Walsall Road and Perry Barr Village to a Perry Hall Park, introducing a modern and vibrant high street at the heart of the urban centre. • Introduce a new area of activity at the gateway to Perry Park, including uses such as cafés or restaurants, or other uses that maximise and benefit from the views of the park. • Maximise the value of the River Tame, which should feature more prominently in the urban centre. • The relationship between the site, the new bus interchange and railway station, and the A34 Walsall Road, will be important and should include well-defined, active frontages. |



Birchfield Gateway

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| HELAA 2023 Site Reference | N1064, N903, N906 and N493 |
| Growth Zone | Perry Barr |
| Site name | Birchfield Gateway |
| Site address | Four parcels of land around the junction of the A34 Birchfield Road and A4040 Wellington Road / Aston Lane. |
| Ward | Perry Barr |
| Site area | 2.5 hectares |
| Existing use(s) | Both northern sites are cleared brown field sites. There are existing occupiers on both southern sites, including businesses and a Job Centre, as well as residential uses on the south-western parcel. |
| Proposed use(s) | Mixed use – residential led with complementary uses (commercial, retail, leisure, community) at ground floor to provide activity and benefit its local centre location. |
| Indicative capacity | 400 dwellings |
| Development timeframe (HELAA 2023) | 15+ years |
| Supporting documents | Perry Barr 2040: A Vision for Legacy Masterplan |
| Reasons for allocation | Birmingham Development Plan (BDP 2017) identifies Perry Barr as a district centre which has the potential to accommodate a significant level of retail, office and mixed-use development. The potential for growth remains, and improvements to connectivity including active travel modes further enhance the opportunity |

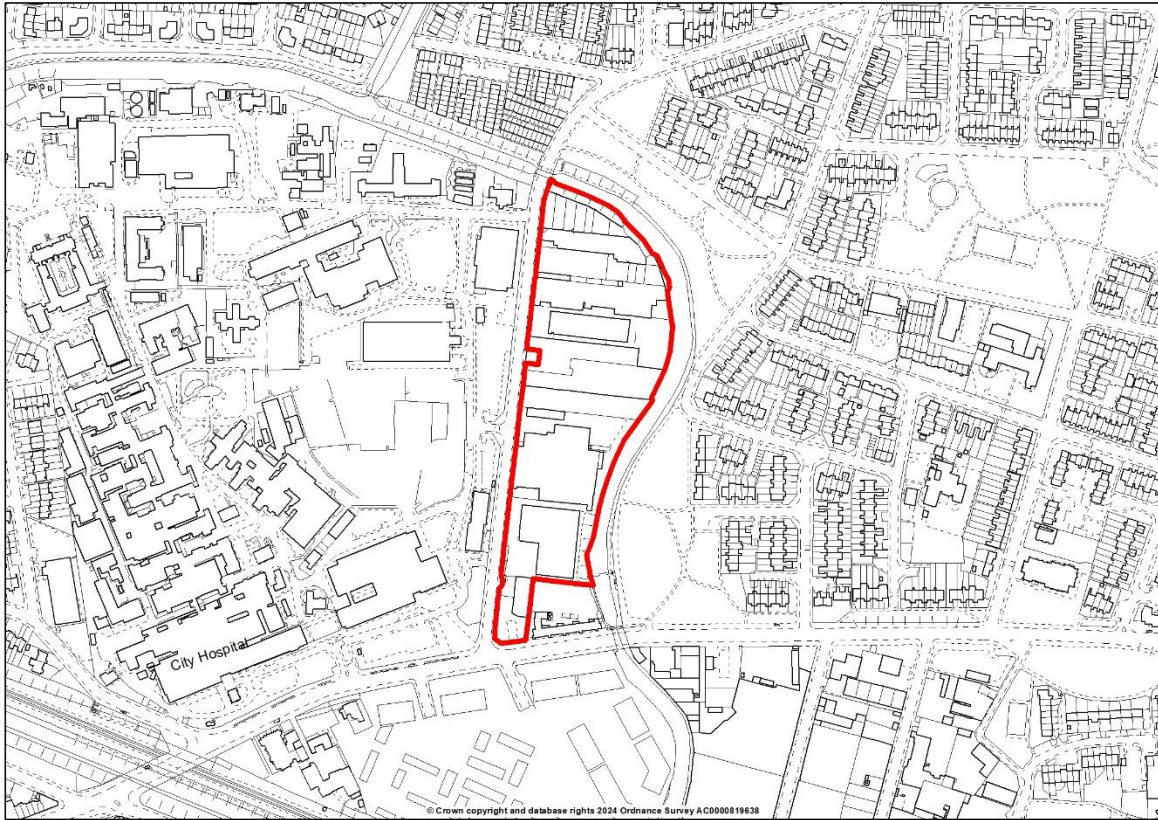
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| | <p>for this. Reflecting the approach to nearby sites and the significant investment in local infrastructure, high density development would be supported. The Perry Barr 2040: A Vision for Legacy Masterplan supports residential led mixed use development including taller buildings here.</p> |
| <p>Constraints</p> | <p>Existing occupiers on the south-western (local residents and businesses) and south-eastern sites (job centre and small business units). The future of these uses is a key consideration in how the sites are phased for development.</p> <p>Noise mitigation will be required on both northern parcels as they are adjacent to the railway line.</p> <p>Emergency access for maintenance of adjacent property is required across the north-eastern site and should be accommodated within proposals for this site.</p> |
| <p>Site requirements</p> | <ul style="list-style-type: none"> • Deliver high-quality, and distinctive buildings, including some taller buildings on corners and adjacent to the railway, which redefine the character and streetscape at this important place in the urban centre. • Feature active ground floor frontages which face on to and enhance the new public realm, including retail, cafes, community uses, local services and facilities. • Include new homes on upper storeys and away from the most prominent frontages, bringing a new mixed community and vibrancy to the area. • Explore the potential to accommodate a local services hub, supporting a variety of local organisations and clustering key services. |



Growth Zone 18: Greater Icknield

Western Road

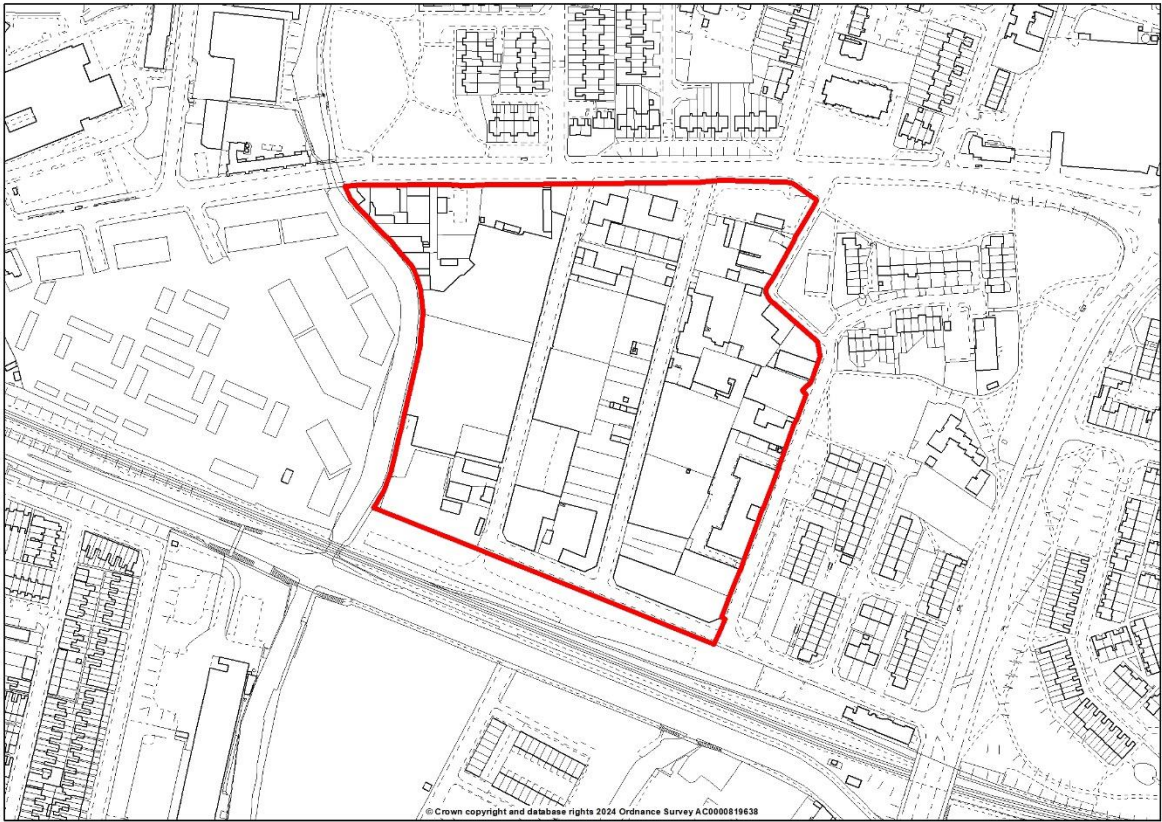
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| HELAA 2023 Site Reference | 3045 |
| Growth Zone | Greater Icknield |
| Site name | Western Road |
| Site address | Western Road, Birmingham B18 7QD |
| Ward | Soho & Jewellery Quarter |
| Site area | 3.23 hectares |
| Existing use(s) | Industrial Use |
| Proposed use(s) | Mixed Use |
| Indicative capacity | 182 dwellings |
| Development timeframe (HELAA 2023) | 15+ years |
| Supporting documents | Smethwick to Birmingham Corridor Framework (2022) |
| Reasons for allocation | Identified in Smethwick to Birmingham Corridor Framework as development opportunity to contribute to ambitions for wider Greater Icknield Growth Zone. |
| Constraints | <ul style="list-style-type: none"> • Substation located on the southern end of the site. • Canal is a wildlife corridor. • Industrial buildings in fragmented ownership. • Possible contamination from industrial uses which will require further contaminated land assessments and remediation strategies. |
| Site requirements | <ul style="list-style-type: none"> • Few individual sites in different ownerships put forward for housing development. Wider land assembly will be required to deliver more comprehensive redevelopment scheme. • Opportunity for a comprehensive mixed use development to compliment the developments at the opposite City Hospital site and Soho Wharf. The proposals will need to provide linkages with the approved City Hospital scheme. • The site has an opportunity to open up the canal with development fronting increasing its usage and permeability. • Mixed development will need to recognise high quality industrial units and provide space for commercial uses, communal spaces and public open space • There is an opportunity to provide affordable housing and houses of different tenures in line with planning policy and guidance. |



Spring Hill

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| HELAA 2023 Site Reference | 2851 |
| Growth Zone | Greater Icknield |
| Site name | Spring Hill |
| Site address | Spring Hill, Birmingham B18 7AD |
| Ward | Ladywood |
| Site area | 7.17 hectares |
| Existing use(s) | Industrial |
| Proposed use(s) | Mixed Use |
| Indicative capacity | 735 dwellings |
| Development timeframe (HELAA 2023) | 15+ years |
| Supporting documents | Smethwick to Birmingham Corridor Framework (2022) Central Birmingham Framework (2024) |
| Reasons for allocation | The site is identified in the Smethwick to Birmingham Corridor Framework (February 2022) as a development opportunity. It is identified in the Central Birmingham Framework as a Growth Zone. |
| Constraints | Possible contamination from industrial uses which will require further contaminated land assessments and remediation strategies. |

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| Site requirements | <ul style="list-style-type: none"> • Few individual sites in different ownerships put forward for housing development. Wider land assembly will be required to deliver more comprehensive redevelopment scheme. • Opportunities for direct waterfront housing should be provided where the development faces New Spring St N to the north east. • Development should make use of the two canal frontages providing easy access and improving permeability of the area. • High-quality new homes and supporting uses which better activates the area and contributes to a more walkable neighbourhood. |
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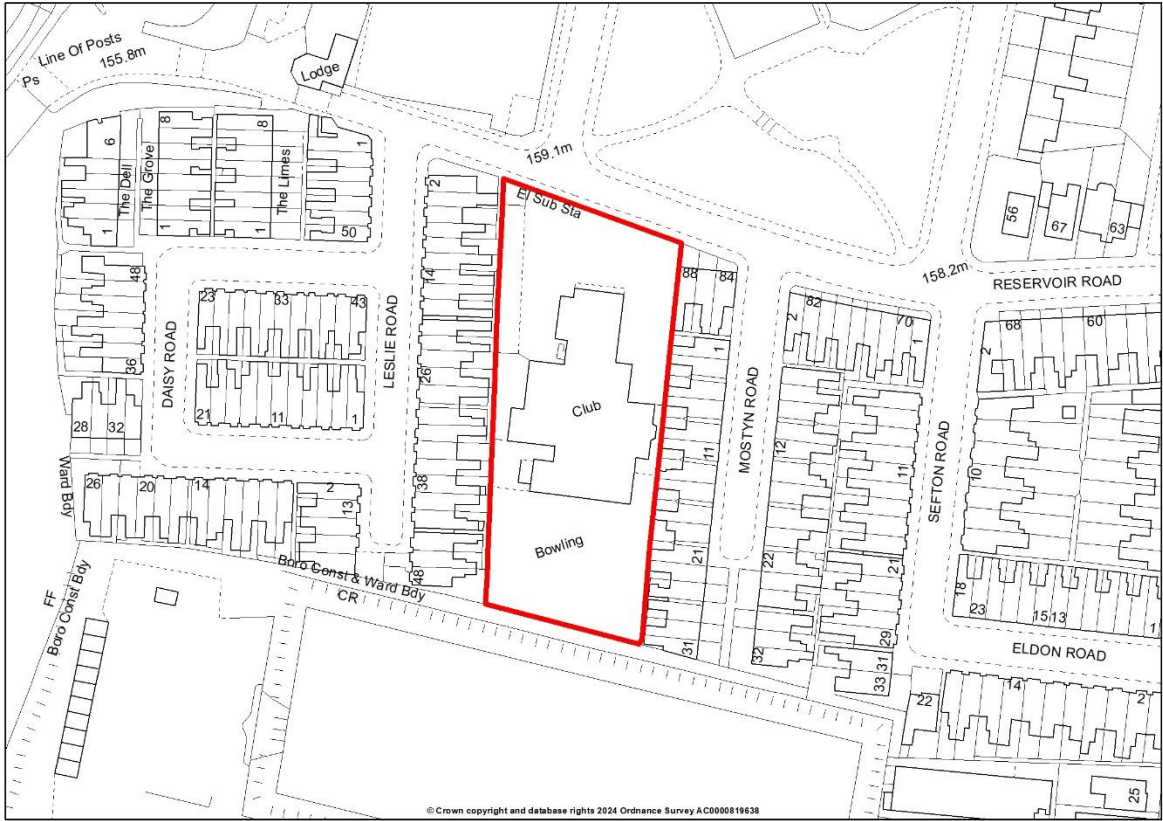


Tower Mount

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| HELAA 2023 Site Reference | 2473 |
| Growth Zone | Greater Icknield |
| Site name | Tower Mount |
| Site address | Reservoir Road, Edgbaston, Birmingham |
| Ward | North Edgbaston |
| Site area | 0.40 Ha |
| Existing use(s) | Former Social Club with associated private playing field |
| Proposed use(s) | Residential |
| Indicative capacity | 14 dwellings |

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| Development timeframe (HELAA 2023) | 5-10 years |
| Supporting documents | Edgbaston Reservoir Masterplan (2022) Greater Icknield Masterplan (2015) |
| Reasons for allocation | To help meet the city's housing need and achieve ambitions regarding the wider renewal of the Greater Icknield Growth Zone. Site identified in the Edgbaston Reservoir Masterplan (2022) |
| Constraints | <ul style="list-style-type: none"> Local Nature Reserve (LNR) - Edgbaston Reservoir is adjacent to the allocation site and was designated as a LNR in 2010. It serves as an important habitat for the sustainment of nature and local wildlife in the area Covered Reservoir – located on one boundary of the site, the reservoir is fully operational and managed by Severn Trent Vehicular Access – Reservoir Road is the main gateway entrance to the Reservoir and new development will impact the existing Highway design |
| Site requirements | <ul style="list-style-type: none"> To provide new family housing, which meets the needs of the local population and adds to the vibrancy of the area. Housing schemes should reflect the layout, scale and massing of adjacent traditional houses, to respect the historic character of the reservoir and immediate surroundings. Alternatively, schemes that propose new models of contemporary urban homes, which add positively to the traditional local character would also be supported. The potential for courtyard gardens or communal gardens and shared terraces should be explored, as they may offer alternative amenity provision, as the site is constrained by existing houses and the covered reservoir at the one end. A high-quality, specialist housing provision may also be suitable for the site, for example, a later-living scheme or care home. New development should provide a distinctive frontage to Reservoir Road and face Osler Street Park, to improve natural surveillance and safety for users of the park. New development should contribute to an enhanced public realm in the Osler Street Park area, to improve its status as an important green space for the local area. The existing key views across the reservoir to heritage assets that surround it and towards the city centre must be protected. In association, new development is encouraged to create new vistas towards these landmarks, e.g., Edgbaston Waterworks Tower, Perrott's Folly and the Buddhist Vihara Temple. Vehicle access and parking should be carefully designed and managed to ensure vehicles are subsidiary to buildings. Due to the site being located in close proximity to bus routes and canal routes to the city centre, means of active travel will lessen traditional patterns of car dependency by residents. The site must foster strong connectivity with Osler Place (former Tower Ballroom) and Osler Street Park, in terms of |

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| | <p>design and landscaping. The allocation site is positioned in a prominent location on Reservoir Road and will contribute to the overall setting of the main gateway to the reservoir, where a new public square and the renewal of the Grade II Reservoir Lodge is proposed (Edgbaston Reservoir Masterplan, 2022).</p> <ul style="list-style-type: none"> • In addition to the biodiversity net gain requirements, development should feature key elements of green infrastructure. Green roofs and new trees will add to the ecological value of the site but any changes to the existing landscaping near the covered reservoir will require discussion with the Severn Trent, to ensure it does not impact the integrity of the reservoir structure. • Further development guidance is outlined in the Edgbaston Reservoir Masterplan that was adopted in 2022. The allocation site is included within the Osler Park and Osler Place chapter. |
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Former Tower Ballroom

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| HELAA 2023 Site Reference | 2430 |
| Growth Zone | Greater Icknield |
| Site name | Former Tower Ballroom |
| Site address | Reservoir Road, Birmingham B16 9EE |
| Ward | Ladywood |
| Site area | 1.45 Ha |

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| Existing use(s) | The development opportunity comprises the cleared site of the Former Tower Ballroom at the water's edge, its associated car park at a higher-level fronting Osler Street, and the retained historic Reservoir Lodge. |
| Proposed use(s) | Residential alongside commercial and community uses on the ground floor along the waterfront. |
| Indicative capacity | 98 dwellings 1,150sqm non-residential uses |
| Development timeframe (HELAA 2023) | 5-10 years |
| Supporting documents | Edgbaston Reservoir SPD (2022) |
| Reasons for allocation | Allocated as a development site in the previous Local Plan and identified through the Edgbaston Reservoir SPD. |
| Constraints | The reservoir is a Local Nature Reserve and Site of Importance for Nature Conservation. The site includes the grade II listed Reservoir Lodge |
| Site requirements | <p>Development must deliver the vision within the masterplan SPD including:</p> <ul style="list-style-type: none"> Proposals will be expected to demonstrate how the development will be exemplar in its approach to sustainable design. The form of development will need to consider existing key views and potential to create new vistas towards Edgbaston Waterworks Tower, Perrott's Folly, the Pagoda of the Buddhist Vihara Temple and the water itself, reinforcing the sense of place. The site should provide an appropriate mix of housing types and tenures to provide homes for families including potential for town houses with flexible live-work spaces, and apartments above non-residential uses on the waterfront. Non-residential uses that will be supported on this site could include community, cultural, commercial, cafe, leisure, and educational facilities. These uses should support activity at the reservoir and help meet the needs of the community and visitors. Proposals should be supported by evidence that demonstrates how the non-residential uses are meeting local community needs along with attracting new visitors to the area. Opportunities for local communities, businesses, and organisations to occupy space within the development would be welcomed. Buildings fronting the reservoir, on the site of the former Tower Ballroom, should incorporate active, publicly accessible ground floor uses that complement the water setting and bring a mix of people to the reservoir. Spaces should be multi-functional and flexible to enable a variety of activities to take place – with the opportunity for apartments on upper floors, contributing to a welcoming, safe environment through natural surveillance and activity in the daytime and evening. |

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| | <ul style="list-style-type: none"> • Buildings should be a variety of heights up to a maximum of four storeys. They should be designed to make the most of their outlook over the water and demonstrate innovative design that adds to and sits comfortably within the landscape when seen from viewpoints around the reservoir. New buildings on the former Tower Ballroom site will need to complement the new public space created as part of the Reservoir Lodge enhancements. • The land, currently occupied by car parking, provides an opportunity for family housing up to three storeys with the possibility of four storeys facing Osler Street Park if appropriately designed • Reservoir Lodge should be brought back into a positive community or commercial use. The addition of a contemporary extension to support this would be welcomed. There is also the opportunity for outdoor spill out space that connects the building with its surroundings and possibly provide community growing space. • The land between Reservoir Lodge and the reservoir will become public space rather than buildings to maintain their historic relationship so that the building's distinctive canted frontage will continue to look out over the water. • The development is expected to significantly enhance the public realm and visitor experience of the reservoir for all. This should include improved interface with the water, improvements to the existing reservoir entrance and arrival experience, incorporation of existing trees where appropriate and improvements to the boundary treatment with surrounding uses, including the Sea Cadets building. • Any development will need to incorporate a public walkway at the water's edge that will form a seamless part of the walking and cycling route around the reservoir. It is expected to be around 20m – 35m wide with a combination of good quality hard landscape and significant green infrastructure that creates attractive places to sit, walk and cycle and integrates this area of the reservoir with the Local Nature Reserve. • A new public space should be provided in front of Reservoir Lodge providing a focal point for activity and for people to meet. The masterplan includes a proposal to utilise the site topography to provide a landscaped amphitheatre with seating and an informal performance space, that can function as both an event space and informal amenity space. Proposals will be expected to demonstrate how this could be achieved. • Streets within the development will be prioritised for pedestrians and cyclists and any proposal will need to incorporate landscaped green pedestrian routes that physically and visually link the reservoir with Osler Street Park. • Proposals should consider measures that reduce the need for private car ownership, such as car share facilities. |
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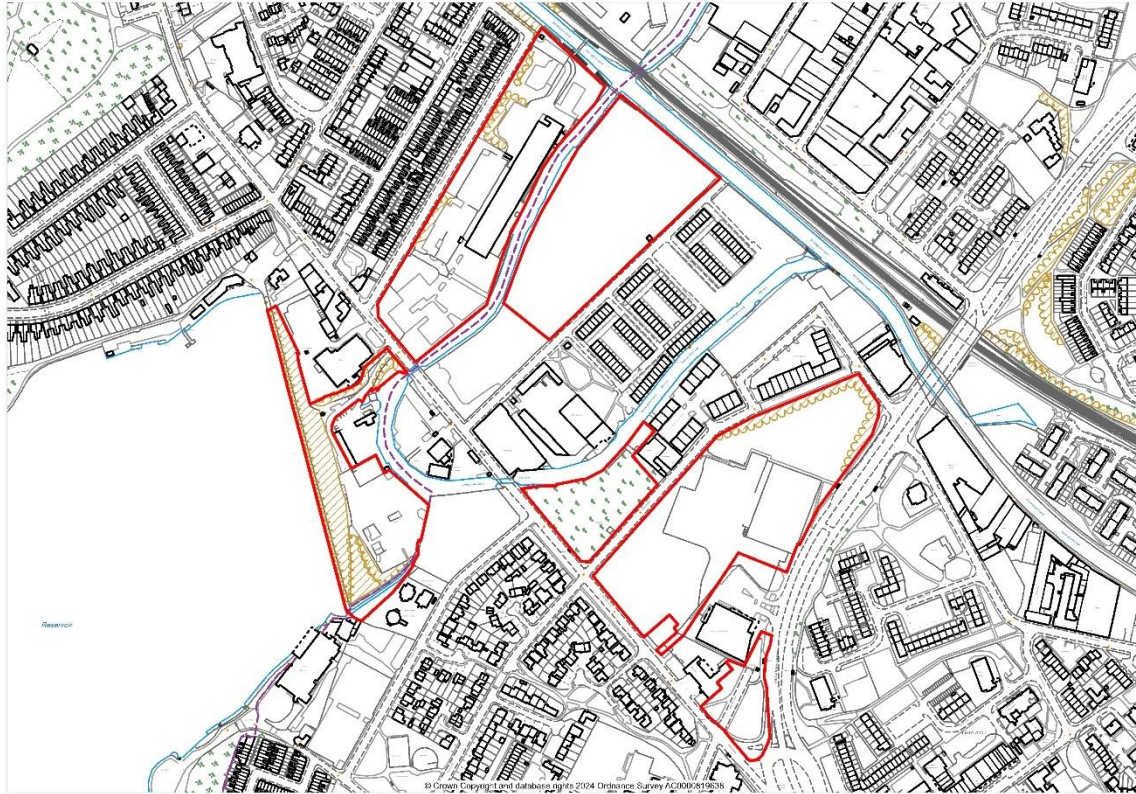
- The preferred solution for car parking and servicing of waterfront buildings is in the form of under crofts or basements that take advantage of the changes in ground levels across the site.
- Parking will be provided for reservoir visitors by enhancing and reopening the currently closed waterside car park off Reservoir Road to the southwest of the site
- Preferred access from Osner Street.



Icknield Port Loop (IPL)

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| HELAA 2023 Site Reference | N717A, N717C, N717F, N717G, N717I, N717J |
| Growth Zone | Greater Icknield |
| Site name | Icknield Port Loop (IPL) |
| Site address | Land at Icknield Port Loop (IPL) bounded by Ladywood Middleway, Icknield Port Road and Wiggin Street Ladywood Birmingham B16 |
| Ward | Ladywood |
| Site area | 22 hectares |
| Existing use(s) | Former industrial site with a long history of manufacturing and industry. Most of the buildings have been demolished. Only a small number of industrial and business premises remain on site. |
| Proposed use(s) | Comprehensive residential led mixed-use development |

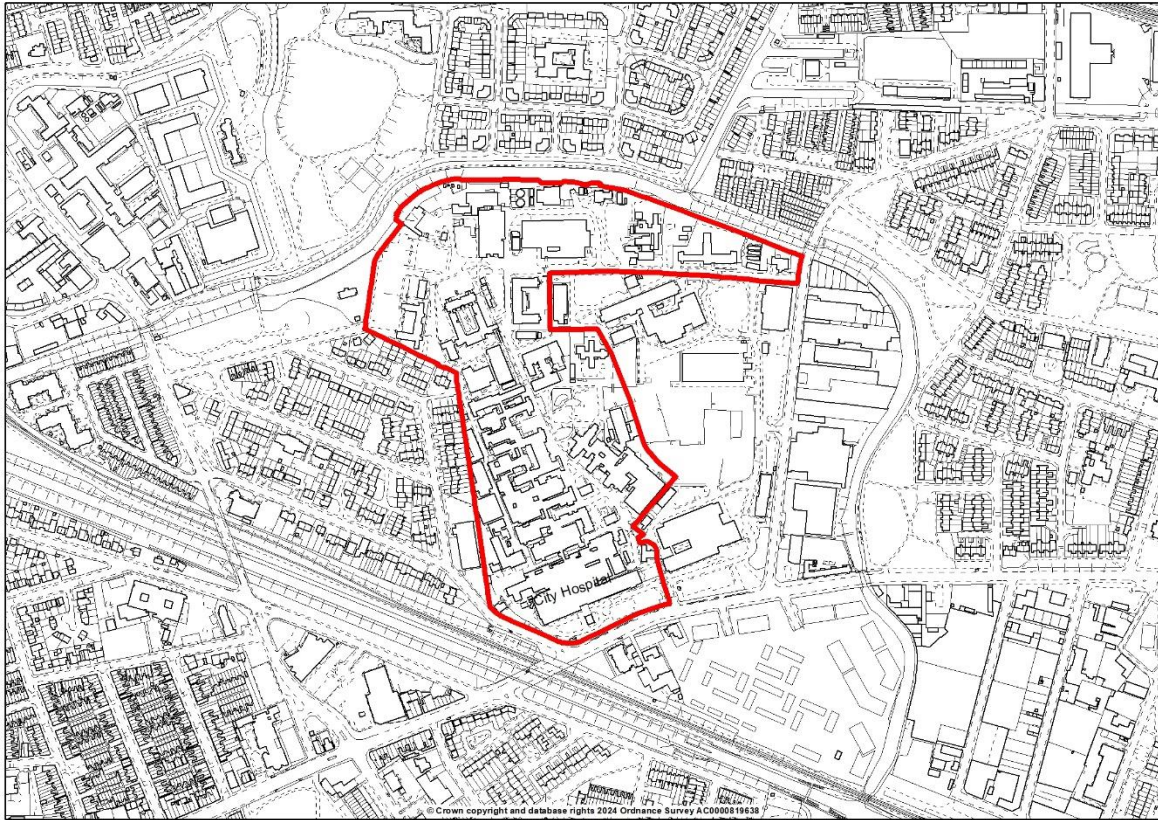
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| Indicative capacity | Development of up to 1150 dwellings and up to 12,900 sqm of non-residential floorspace. 105 dwellings completed to date, 1045 dwellings remaining. |
| Development timeframe (HELAA 2023) | 0-5 years = 98 dwellings 5-10 years = 947 dwellings |
| Supporting documents | Greater Icknield Masterplan Central Birmingham Framework (2024) |
| Reasons for allocation | The site is in progress, allocating the site will provide certainty for the future phases of the masterplan. The development will contribute to the City's housing supply. |
| Constraints | The application site includes three Grade II Listed canal roving bridges that form part of the historic canal infrastructure, and parts of the Edgbaston Reservoir dam (and Sluice Valve House). 7 locally listed buildings which have the potential to be affected by the proposed development including the Edgbaston Reservoir and its associated structures. A number of other non-designated heritage assets also lie within the site boundary The canal is a Wildlife Corridor |
| Site requirements | <ul style="list-style-type: none"> • Designed to enhance the links between Port Loop and Ladywood Middleway/Birmingham city centre. • In line with the masterplan, to provide up to 1150 new homes, up to 12,900 sq m of non-residential floorspace, commercial uses and community facilities. • Provision of public open space, play areas and public realm. New planting would be added along the various canal corridors and a new formal public space and canal/reservoir public access route for pedestrians and cyclists will be added around the canal basin. Development will provide a linear park running northwest to southeast through the site and form part of a green network connecting other open spaces within the growth area. • Provide for a Neighbourhood Equipped Area of Play (NEAP) and Multi Use Games Area (MUGA) on site. • Increase public access routes for pedestrians and cyclists along the canal including the canal basin. This will enhance the area for future users and increase permeability. • To improve access to the site, development will need to include improvements and provision of new towpaths and pedestrian bridges linking the island to the south-east. • Provision of Toucan crossing on A4540 Ladywood Middleway to link site to City Centre. |



City Hospital

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| HELAA 2023 Site Reference | N490 |
| Growth Zone | Greater Icknield |
| Site name | City Hospital |
| Site address | Dudley Road, Winson Green Birmingham B18 7QH |
| Ward | Soho & Jewellery Quarter |
| Site area | 13.26 hectares |
| Existing use(s) | Hospital |
| Proposed use(s) | Comprehensive mixed-use redevelopment comprising housing, commercial and community floor space together with associated areas of public open space, car parking, landscaping, and all other associated works. |
| Indicative capacity | 750 dwellings |
| Development timeframe (HELAA 2023) | 5-10 years = 550 dwellings 10-15 years = 200 dwellings |
| Supporting documents | Smethwick to Birmingham Corridor Framework (2022) |
| Reasons for allocation | City Hospital is identified in the Smethwick to Birmingham Corridor Framework SPD (February 2022) and the Greater Icknield Masterplan (2016). The site is available due to the relocation of the City Hospital to the new Midland Metropolitan Hospital in Sandwell. The site will contribute to meeting the need for homes. |
| Constraints | Tree Preservation Order. Significant trees on the site should be retained to contribute to development character. |

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| | <p>The canal and Dudley Road are treated as a wildlife corridor. The Gothic Infirmary frontage building facing Dudley Road is a local landmark with strong local historic value, should be retained</p> <p>Possible contamination which will require further contaminated land assessments and remediation strategies.</p> |
| <p>Site requirements</p> | <ul style="list-style-type: none"> • Create a new sustainable community on site, with a mixture of new family sized dwellings and apartments. • New site access points would be created • The proposals would also see the construction of a wide network of new areas of Public Open Space, • Canal access and improvements to the towpath including the creation of a new canal bridge linking the site along its northern edge, creating improved connections to All Saints Park, subject to further technical design and delivery agreements. • Integrate the new development with its surroundings and maximise the improvements it brings to the local area. • Because of the location of the site within easy access of the city centre, there is some potential for higher density and higher rise living. • The site is notable for its long frontage (but lack of connection) to the Birmingham Old Line canal, and there is opportunity to front water and to improve movement along the canal corridor and make connections to key sites beyond the canal line, such as All Saints Park. • Explore new and improved connections with surrounding streets • Enhance frontages and crossings for pedestrians at Dudley Road • Consideration of existing open spaces within the hospital site, and adjacent spaces to plan and manage a clear open space structure. • Significant trees on the site should be retained and protected to contribute to development character and residential amenity. • Frontages overlooking the canal. • Opportunities for direct waterfront housing should be provided where the development faces New Spring St N to the northeast. • The Gothic Infirmary frontage building facing Dudley Road, which is a local landmark with strong local historic value, should be retained, clearing away later additions. Retention and conversion will be subject to technical feasibility and financial viability. |



Icknield Square

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| HELAA 2023 Site Reference | N4 |
| Growth Zone | Greater Icknield |
| Site name | Icknield Square |
| Site address | Icknield Square, Birmingham B16 0PP |
| Ward | Ladywood |
| Site area | 0.84 Ha |
| Existing use(s) | Industrial - last known use |
| Proposed use(s) | Mixed Use |
| Indicative capacity | HELAA site N4 capacity of 150 units A planning application has been submitted to the Council for 234 units, with 196sqm of ancillary commercial floor space with other associated access, car parking, and landscaping works. The decision is pending. |
| Development timeframe (HELAA 2023) | 0-5years (if current planning permission is taken forward) |
| Supporting documents | Birmingham Development Plan (2017) Greater Icknield Masterplan (2015) |
| Reasons for allocation | To contribute towards the City's growing housing need and compliment Icknield Port Loop development. The site was part of the overall Port Loop site allocation in the current BDP. |
| Constraints | Grade II listed roving bridge over east entrance to Rotton Park Canal Loop. Canal – wildlife corridor and SLINC area |

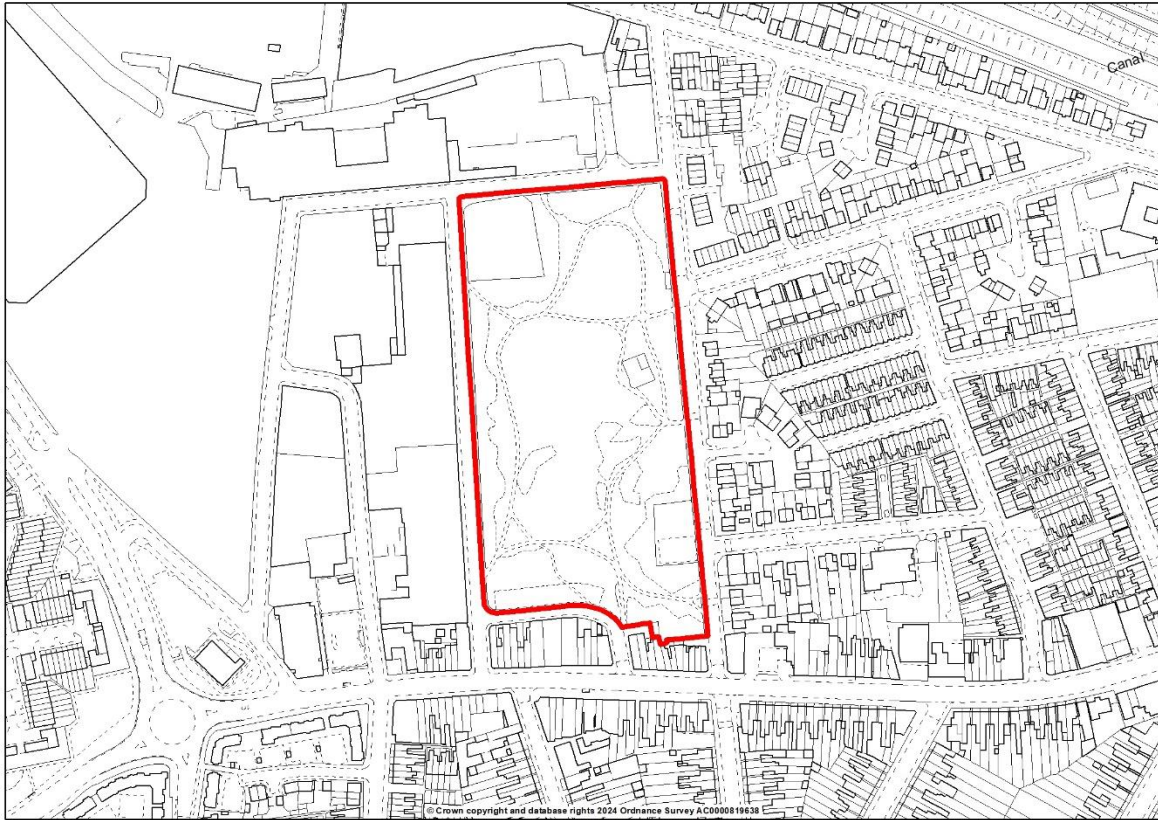
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| | Possible contamination from previous uses which will require further contaminated land assessments and remediation strategies. |
| Site requirements | <ul style="list-style-type: none"> • Provision of public realm including a public square and open space which maximises the waterside setting • Improved connectivity including better access to the canal and nearby reservoir. • Development will need to maximise the canal frontage on both the north and western sides of the canal through active ground floor uses fronting the canal. |



Moilliett Street Park

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| HELAA 2023 Site Reference | N275, 2464 and wider allocated area |
| Growth Zone | Greater Icknield |
| Site name | Moilliett Street Park |
| Site address | Moilliett Street Park (Bellefield Park), Birmingham, B32 3DD |
| Ward | North Edgbaston |
| Site area | 3.75 Ha |
| Existing use(s) | Public Open Space |
| Proposed use(s) | Residential |
| Indicative capacity | 113 dwellings |
| Development timeframe (HELAA 2023) | 0-5 years = 20 dwellings (HELAA site N275) 5-10 years = 46 dwellings (HELAA site 2464) 10-15 years = 0 dwellings |

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| | 15+ years = 93 dwellings (remaining capacity) |
| Supporting documents | Smethwick to Birmingham Framework Corridor (2022) |
| Reasons for allocation | The site is identified in the Smethwick to Birmingham Corridor Framework (February 2022). The open space is underused and has poor site surveillance. |
| Constraints | The site comprises an existing public open space and is located on the western edge of the city boundary, with Sandwell Borough Council. There are mature trees and significant tree removal will be required. There is also possible contamination on the site. |
| Site requirements | <ul style="list-style-type: none"> • Residential development to create a high-quality neighbourhood with a range of housing typologies of two to three storey dwellings. Houses to be built on the northern and southern parts of the park. • Retain the park at the centre of the development, providing new footpaths across it. • Important frontages activating the edges overlooking Moilliett Street Park should be retained. This will help create a safe and attractive public space. • Opportunity to improve linkages from the site to Dudley Road Local Centre and the canal • Maintain and rejuvenate Moilliett Park as a local park. The existing children's playground should be retained and improvements to the remainder of the park will be required. • Development will need to conform to the neighbouring Sandwell BC's Grove Lane Masterplan. • Opportunity to create a comprehensive development by including the former pub site on Winson Road and the car park at the north-western corner of the park. |



Hermatic Rubber Factory (also known as Auto Services)

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| HELAA 2023 Site Reference | 2410 |
| Growth Zone | Greater Icknield |
| Site name | Hermatic Rubber Factory (also known as Auto Services) |
| Site address | Icknield Port Road, Edgbaston, Birmingham |
| Ward | Ladywood |
| Site area | 0.81 Ha |
| Existing use(s) | Derelict factory site |
| Proposed use(s) | Residential led / Mixed Use |
| Indicative capacity | 260 dwellings |
| Development timeframe (HELAA 2023) | 5-10 years |
| Supporting documents | Edgbaston Reservoir Masterplan (2022) |
| Reasons for allocation | To help meet the City’s housing need, improve connectivity between the reservoir and the new Port Loop development and achieve ambitions, regarding the wider renewal of the Greater Icknield Growth Zone. The Edgbaston Reservoir Masterplan was adopted in 2022 and the two Reservoir Link sites are identified as opportunities for development. |
| Constraints | <ul style="list-style-type: none"> Local Nature Reserve – Edgbaston Reservoir was designated a LNR in 2010 and provides an important habitat for the sustainment of nature and local wildlife Historic – the reservoir is fully operational and serves as both a feeder to the main canal system and is a location |

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| | <p>for a wide range of water sports. Its infrastructure and overall setting are valuable historic assets.</p> <ul style="list-style-type: none"> • Open Space - the reservoir affords unique views of the city skyline from the dam wall and these must not be adversely impacted by new development • Contamination - is expected to require remediation but is not considered a barrier to development. • |
| <p>Site requirements</p> | <ul style="list-style-type: none"> • To deliver high-quality new homes that are of a contemporary design and are in-keeping with the unique waterside setting of the reservoir. • To include small commercial units, for example health, educational and community facilities to support local residents daily needs. • To create a strong frontage on the corner of Osler Street and Icknield Port Road as it is prominent location. • To ensure building height and density is appropriate to the location but the potential for a high-rise, high density development is supported. Consent has previously been granted for a mixed-use development of a 260 residential apartment scheme, comprising of buildings of three to nine storeys. • To protect the reservoir's unique character and significant views. Proposals should carefully consider key vistas highlighted in the Edgbaston Reservoir Masterplan and ensure these views are protected where appropriate. • To recognise the role the reservoir plays as an active water sports location. To maintain prerequisite water conditions, new development proposals will be required to demonstrate that wind shadowing effects will not have undue adverse impacts for water sport activity. • To improve existing access public access to the canal, which contributes to its historical character and offers a means of active travel by residents to the city centre. All opportunities to provide further access should be explored, as part of a new residential scheme. • Vehicle access and parking should be carefully designed and managed to ensure vehicles are subsidiary to buildings and well-screened from the public realm. The incorporation of undercroft or basement parking is considered most appropriate. • To improve connectivity from Icknield Port Road and the new Port Loop community to Osler Street and Osler Street Park. A new pedestrian route from the site, alongside the boundary with the Buddhist Vihara Temple could enable increased pedestrian movement and also allow existing residents from the south side of the reservoir to travel to Port Loop. • To consult with the Canal & River Trust on any green infrastructure proposals near the dam wall to ensure integrity of the canal infrastructure is not adversely impacted. |

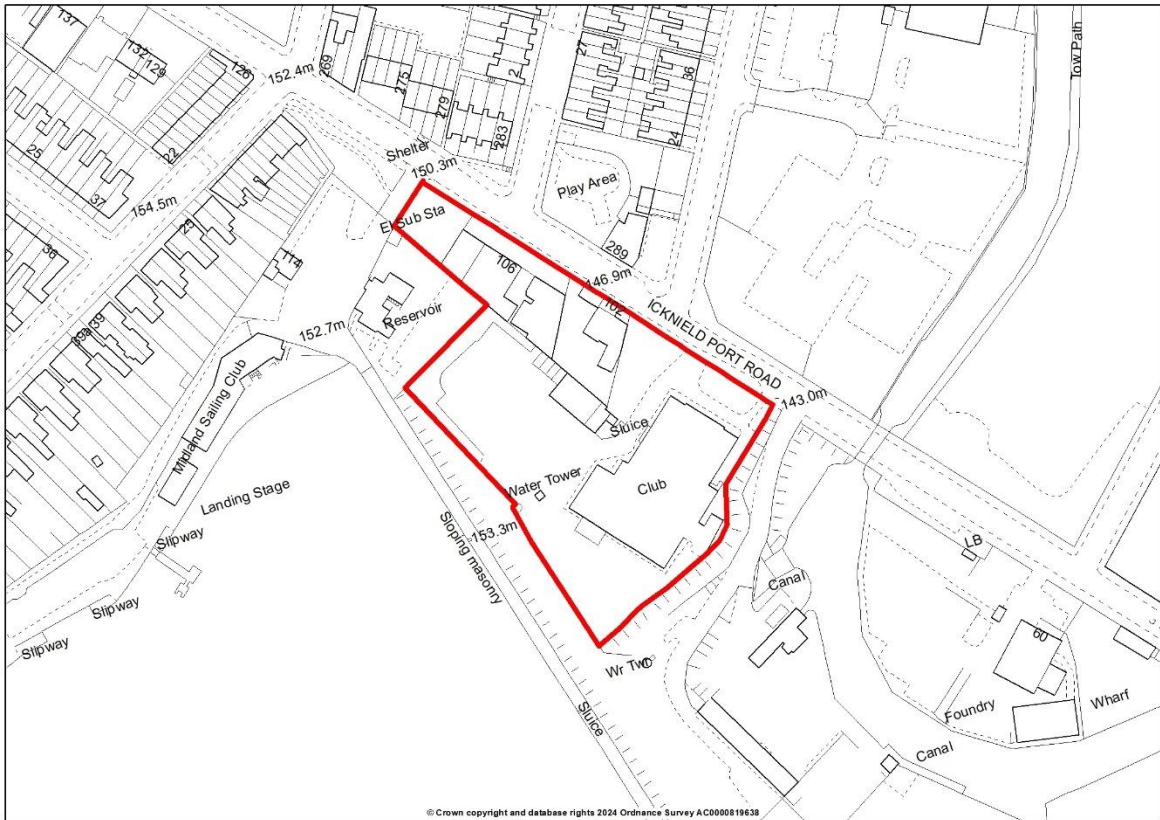


H-Suite Edgbaston

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| HELAA 2023 Site Reference | 2806 |
| Growth Zone | Greater Icknield |
| Site name | H-Suite Edgbaston |
| Site address | Icknield Port Road, Ladywood, Birmingham |
| Ward | Ladywood |
| Site area | 0.97 Ha |
| Existing use(s) | Conference & Banqueting Venue, Nursery with car park and a short row of commercial units. |
| Proposed use(s) | Residential |
| Indicative capacity | 100 dwellings |
| Development timeframe (HELAA 2023) | 5-10 years |
| Supporting documents | Edgbaston Reservoir Masterplan (2022) |
| Reasons for allocation | To help meet the City's housing need, improve connectivity to the Port Loop development and achieve ambitions, regarding the wider renewal of the Greater Icknield Growth Zone. |
| Constraints | <ul style="list-style-type: none"> Local Nature Reserve - Edgbaston Reservoir was designated a LNR in 2010 and provides an important habitat for the sustainment of nature and local wildlife. Historic – the reservoir affords unique views of the city skyline from the dam wall and these must not be adversely impacted by new development. |

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| | <ul style="list-style-type: none"> Operational - the reservoir is fully operational and serves as both a feeder to the main canal system and a location for a wide range of water sports and development must not adversely impact these |
| Site requirements | <ul style="list-style-type: none"> To deliver a predominantly residential development of high-quality new homes, to meet local needs and contribute to the wider vision for the enhancement of the unique waterside setting of Edgbaston Reservoir. The housing mix could include apartments and houses but should feature buildings that front onto Icknield Port Road and provide natural surveillance, to create safe routes through the area. Ensure the efficient use of the land but respond to the site typography. As the H Suite site lies immediately below the lowest part of the dam, it is considered that development here should generally be two to three storeys, to remain below the top of the dam wall. All development must be of high-quality, contemporary design to protect and enhance the character of the reservoir and dam, and the setting of heritage assets. The pump house and feeder chamber at the base of the dam wall and within the site boundary, are heritage assets that are part of the function and history of the reservoir and could be enhanced and be integrated into a public space. To safeguard heritage assets and operational infrastructure of the reservoir, all development proposals will require discussion with the Canal & River Trust. Infrastructure such as the canal feeder channel, sluice chamber and dam structure must remain fully accessible to the Trust. Green infrastructure and tree planting should contribute to the new open and public spaces, to add to the ecology value of the site and provide opportunities for new community green spaces (i.e. community orchard). All landscaping proposals near to the dam wall will need to be discussed with the Canal & River Trust. For new development to consider the visual and physical barriers of the dam wall. Proposals to build schemes that afford views over the water must carefully consider the need to protect the reservoir's unique character and significant views. Proposals for the site should carefully consider key vistas highlighted in the SPD and ensure these views are protected where appropriate. Roof top infrastructure and equipment should be sensitively designed with regards to the visual amenity of users of the reservoir. Roofs overlooked from the dam wall should be green to enhance views and promote biodiversity. New development must recognise the role the reservoir plays as an active water sports location. To maintain prerequisite water conditions, new development proposals will be required to demonstrate that wind shadowing effects will not have undue adverse impacts for water sport activity. Support the adoption of a joined-up approach towards the development of the three 'Reservoir Link' sites (Edgbaston Reservoir Masterplan, 2022). Achieve a high degree of integration between the development site and the reservoir, canal network and the new Port Loop community. |

- To deliver new pedestrian routes, that will improve existing connections and create new ones, to Icknield Port Road, Osler Street and the canal.
- For the site to be well connected to the new walking and cycling route that is proposed to link the reservoir with Port Loop. This connection should be complemented by a second route through the centre of the H Suite site, to provide access from Icknield Port Road to the reservoir.
- Vehicle access and parking should be carefully designed and managed to ensure vehicles are subsidiary to buildings and well-screened from the public realm. Where appropriate, undercroft or basement parking should be considered.

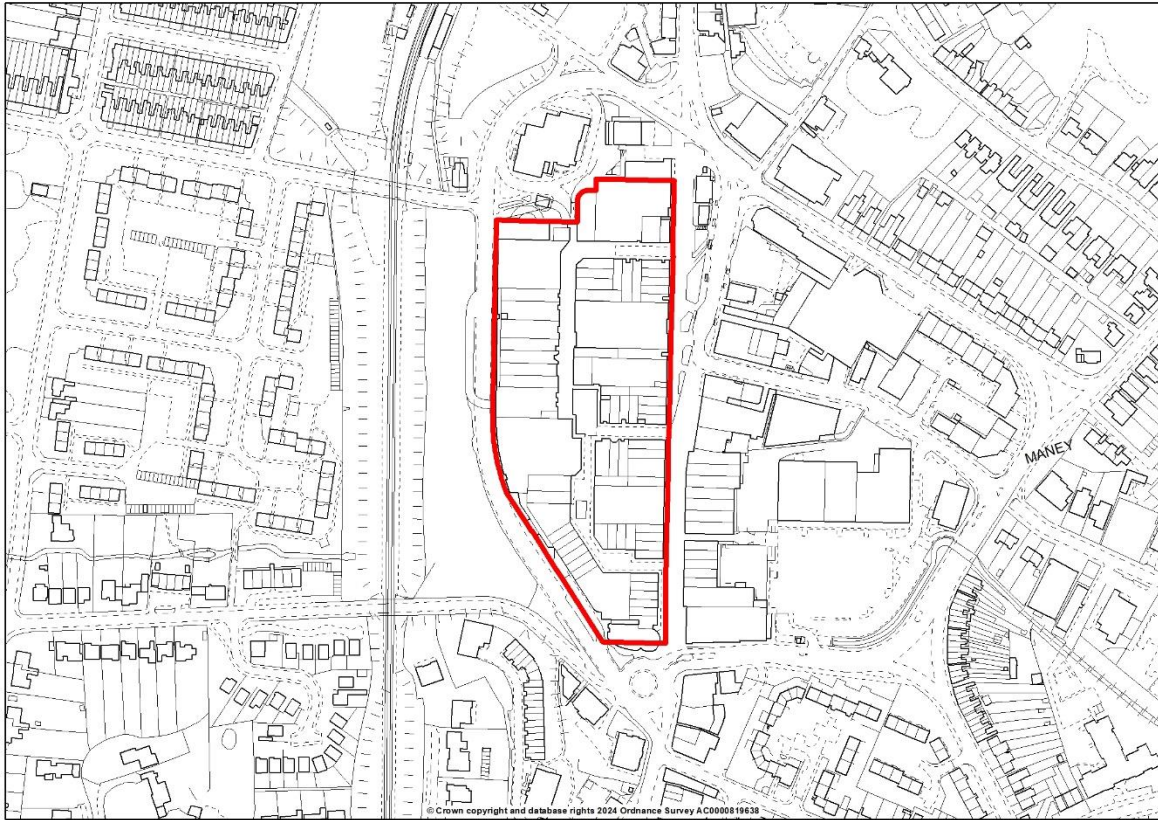


Growth Zone 19: Sutton Coldfield Town Centre

Gracechurch Centre

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| HELAA 2023 Site Reference | 2835 |
| Growth Zone | Sutton Coldfield Town Centre |
| Site name | Gracechurch Centre |
| Site address | 210A Parade, Sutton Coldfield, B72 1PA |
| Ward | Sutton Trinity |
| Site area | 3.1 hectares |
| Existing use(s) | Shopping Centre |

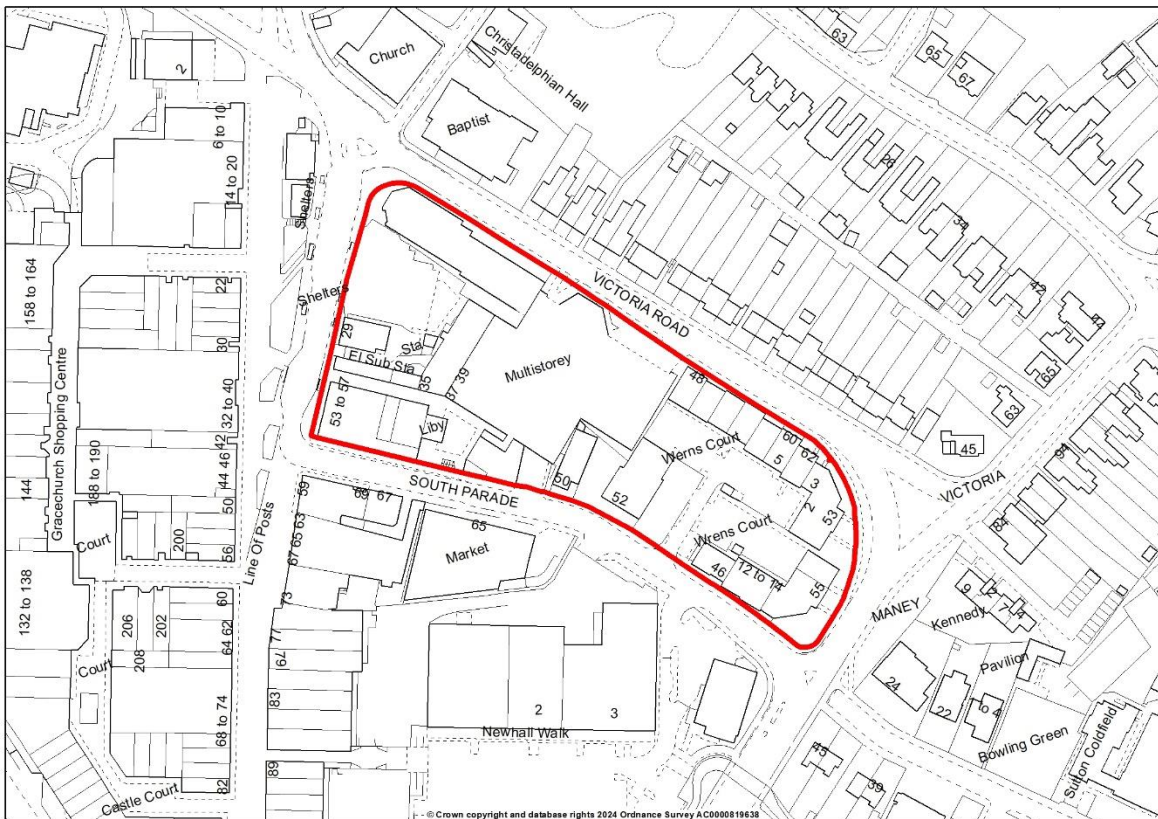
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| Proposed use(s) | Comprehensive mixed-use redevelopment for main town centre uses including the introduction of residential development |
| Indicative capacity | 168 dwellings 3,061 square metres retail (includes redevelopment of existing retail so not additional floorspace) 18,823 square metres leisure |
| Development timeframe (HELAA 2023) | 5-10 years |
| Supporting documents | Sutton Coldfield Town Centre Masterplan SPD (2021) |
| Reasons for allocation | Identified in the Sutton Coldfield Town Centre Masterplan SPD. Call for site submission – proposed for redevelopment as a mixed-use town centre scheme with a wider mix of uses, including residential. |
| Constraints | There are significant level changes on the site. |
| Site requirements | <ul style="list-style-type: none"> • Consolidate and reconfigure the existing retail space to deliver a wider mix of uses and diversify the retail offer. This could include leisure uses and a hotel. • Provide for residential uses above ground floor units at either end of Gracechurch Centre to provide further diversification of uses, at the same time as attracting more people into the town centre. • Encourage other uses such as community and healthcare where they support the vitality of the town centre. Non-retail uses will be supported on ground floors where they provide an active frontage and enhance the visitor experience. • Ensure active frontage and front-door activity along the length of The Parade; for large units that face onto both The Parade and the internal mall, thoroughfare should be encouraged to improve interconnectivity. • Seek to create activity along the Brassington Avenue frontage with active and front door activity, and through-connections where possible. • Provide a new public space with fronting active uses. • Create a direct link between The Parade and Brassington Avenue which connects with the east-west route through Newhall Walk onward to Queen Street, and the link between Brassington Avenue and Manor Road, via the west of Brassington Avenue site. • Provide sufficient height (in consideration of character and context) to act as key landmark feature within the built environment. |



Red Rose Wider Area

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| HELAA 2023 Site Reference | 2621 & 3044 |
| Growth Zone | Sutton Coldfield Town Centre |
| Site name | Red Rose Wider Area |
| Site address | The Lower Parade, Sutton Coldfield B72 1XX |
| Ward | Sutton Trinity |
| Site area | 1.5 hectares |
| Existing use(s) | Shopping Centre |
| Proposed use(s) | Comprehensive mixed-use redevelopment for main town centre uses including residential |
| Indicative capacity | 323 dwellings (55 of which have outline planning approval within HELAA site 2621) 10,952 gross square metres retail (doesn't take account of losses or gains following redevelopment) 9,976 square metres leisure |
| Development timeframe (HELAA 2023) | 5-10 years |
| Supporting documents | Sutton Coldfield Town Centre Masterplan SPD (2021) |
| Reasons for allocation | Identified in the Sutton Coldfield town Centre Masterplan SPD. |
| Constraints | <ul style="list-style-type: none"> The site is near High Street Conservation Area |

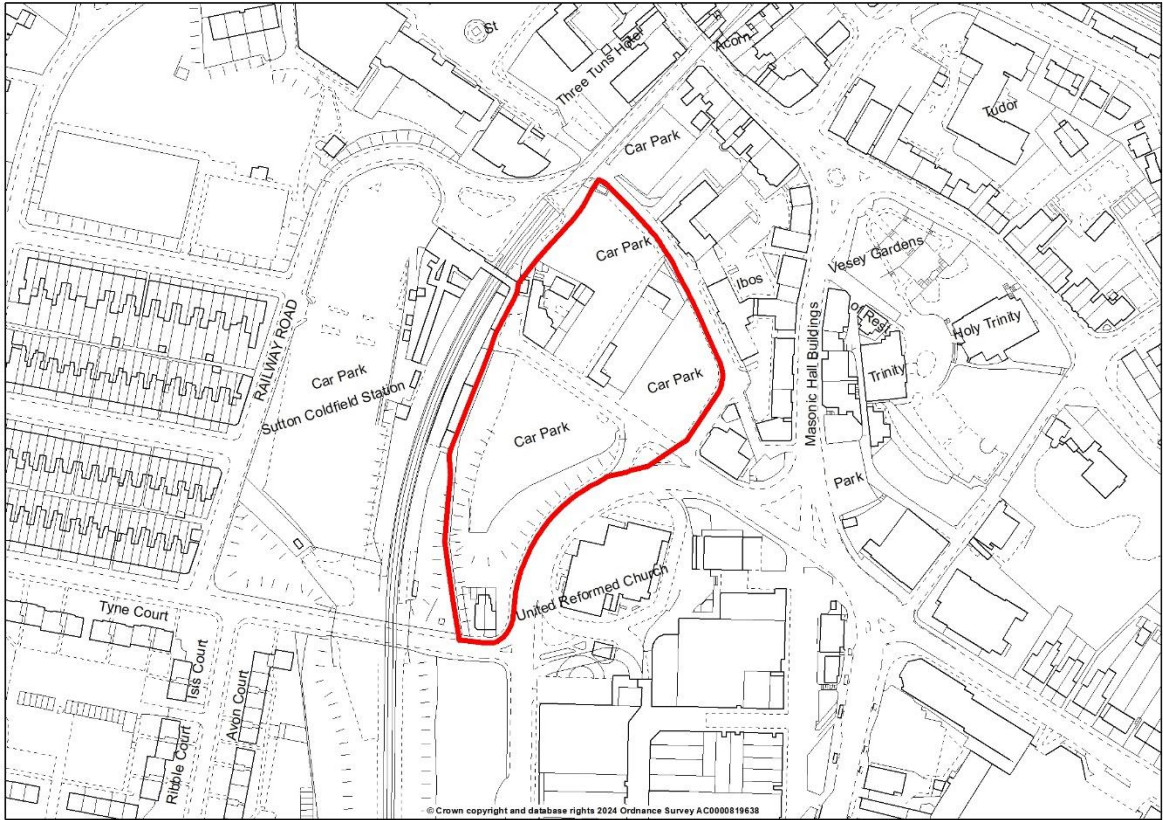
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| | <ul style="list-style-type: none"> • Parcels of land fronting Victoria Road / Lower Parade / South Parade at the northwest and southern edges of the site are in private ownership. |
| <p>Site requirements</p> | <p>The development should incorporate a mix of uses, with an emphasis on creating a hub of activity including:</p> <ul style="list-style-type: none"> • A distinctive food and drink offer • Retail including an independent offer • Cinema and/or other family leisure facilities • Living and working spaces • Other creative spaces and attractions <p>Deliver active ground floors that animate the public realm, along with upper floors that accommodate workspaces and apartments.</p> <ul style="list-style-type: none"> • Deliver a replacement to the existing library as an important community asset and attraction. • Provision of land for cycle route along the Victoria Road frontage. • Walking and cycling permeability through site. • Land for bus service improvement along South Parade. |



Station Gateway

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|------------------------------------|---|
| HELAA 2023 Site Reference | 3038 |
| Growth Zone | Sutton Coldfield Town Centre |
| Site name | Station Gateway |
| Site address | Station Street, Sutton Coldfield B73 7DB |
| Ward | Sutton Trinity |
| Site area | 1.36 hectares |
| Existing use(s) | Car park |
| Proposed use(s) | Mixed Use - Commercial and Residential |
| Indicative capacity | 100 dwellings 5,057 square metres commercial 1,786 ancillary retail |
| Development timeframe (HELAA 2023) | 5-10 years |
| Supporting documents | Sutton Coldfield Town Centre Masterplan SPD (2021) |
| Reasons for allocation | Identified in the Sutton Coldfield Town Centre Masterplan SPD. Council owned car parks that could be redeveloped as part of an overall strategy of rationalising car parking provision in the town centre. |
| Constraints | <ul style="list-style-type: none"> • New development at the station car park must consider its role within the public transport interchange. • There are significant levels changes across the site. • Within High Street Conservation Area |
| Site requirements | <p>Redevelopment of Station Street car parks should:</p> <ul style="list-style-type: none"> • Deliver varied and flexible workspace that provides a potential premises for existing and new employers within Sutton Coldfield. • Integrate pedestrian routes which enable direct and convenient connections between the surroundings, particularly to the train station and Park Road. • Integrate public open space to create a distinctive environment, taking into consideration the natural site topography. • Ensure a consistent building line and active frontage along Station Street. • Consider how buildings on the site could take advantage of views towards Sutton Park where designed building heights are deemed appropriate to the surrounding site context. <p>The Reddicroft carpark site should also:</p> <ul style="list-style-type: none"> • Demonstrate sensitivity to the adjacent High Street Conservation Area. • Retain and improve the pedestrian and cycle link to Railway Road to the north of the site, as well as provide high quality connections across the site to Reddicroft. • Ensure a consistent building line and active frontage along Station Street, as well as onto Reddicroft. |

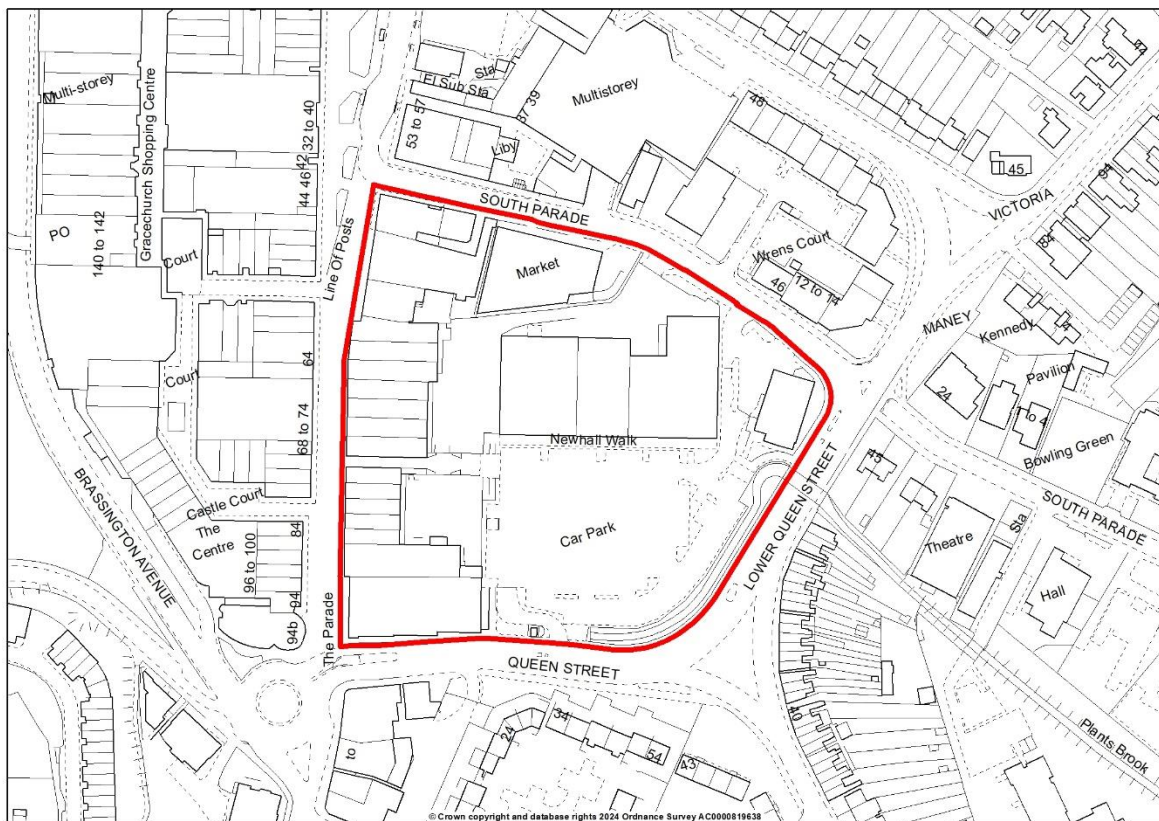
- Integrate well-designed semi-public/semi-private open space which could be used communally by residents.
- Integrate some parking on-site at a level which is appropriate to a town centre, station-adjacent location, which is well-designed and reasonably landscaped.



Newhall Walk Shopping Centre and adjoining sites

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| HELAA 2023 Site Reference | N545 |
| Growth Zone | Sutton Coldfield Town Centre |
| Site name | Newhall Walk Shopping Centre and adjoining sites |
| Site address | Queen St, The Parade, Birmingham, Sutton Coldfield B72 1RZ |
| Ward | Sutton Trinity |
| Site area | 2.69 hectares |
| Existing use(s) | Shopping units and car park |
| Proposed use(s) | Comprehensive mixed-use redevelopment for main town centre uses including the introduction of residential development |
| Indicative capacity | 160 dwellings |
| Development timeframe (HELAA 2023) | 5-10 years |
| Supporting documents | Sutton Coldfield Town Centre Masterplan SPD (2021) |
| Reasons for allocation | Newhall Walk is identified in the Sutton Coldfield Town Centre Masterplan SPD (May 2021). A slightly wider area is proposed |

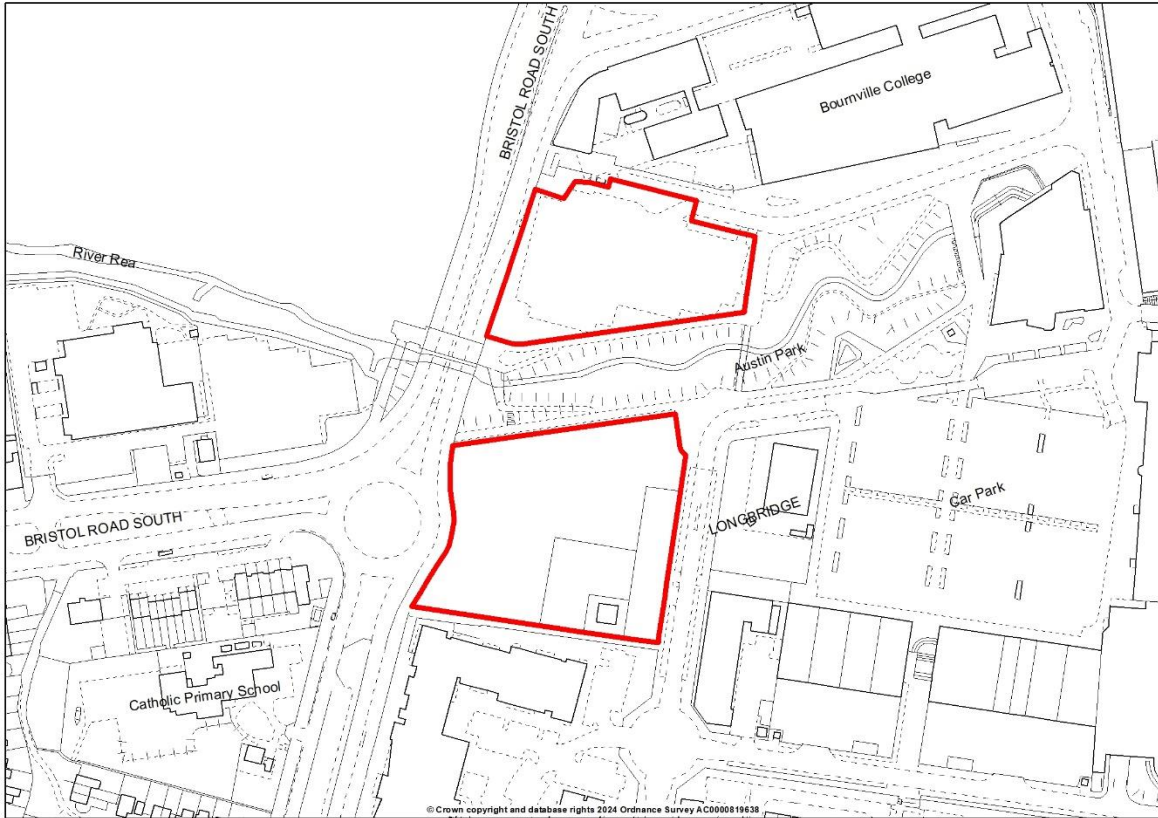
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| | for allocation to incorporate more on the units fronting onto The Parade to allow for a comprehensive scheme and in recognition of the Council's land ownerships. |
| Constraints | Plants Brook watercourse. The car park is currently well used and the disposal of this parking would need to be considered as part of a wider car parking strategy. |
| Site requirements | <ul style="list-style-type: none"> • Provide strong, built frontages overlooking key routes and public spaces, including South Parade, Queen Street and the realigned Plants Brook. • Design buildings that positively add to the town centre character, with heights of 4-5 storeys (possibly more at key landmark locations) appropriate to address Queen Street. • Provide high quality public realm incorporating Plants Brook, realigned as a focal feature incorporating green pedestrian routes • Create attractive pedestrian connections with The Parade, South Parade and Queen Street • Maintain active frontages along The Parade • Improve permeability through the site |



Growth Zone 20: Longbridge

Park Square

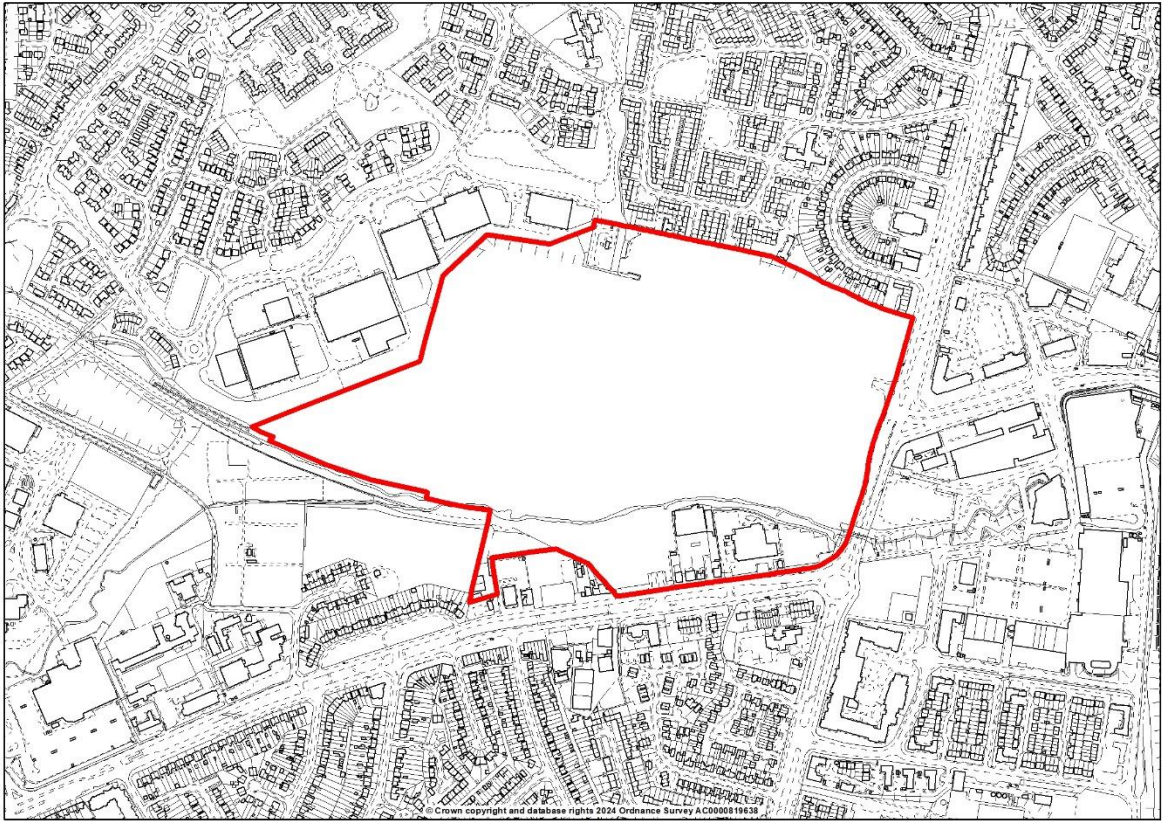
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| HELAA 2023 Site Reference | 2961 and 3006 |
| Growth Zone | Longbridge |
| Site name | Park Square |
| Site address | Town Centre, Longbridge |
| Ward | Longbridge & West Heath |
| Site area | 1.59 Hectares |
| Existing use(s) | Vacant site ready for development. Previous planning permission for office/commercial development. Now with residential planning permission. |
| Proposed use(s) | Residential Development |
| Indicative capacity | 380 dwellings |
| Development timeframe (HELAA 2023) | 5-10 years |
| Supporting documents | Planning permissions 2023/03677/PA and 2023/03678/PA |
| Reasons for allocation | Outstanding Longbridge AAP site allocation and outline planning permission. |
| Constraints | None |
| Site requirements | <ul style="list-style-type: none"> • Development sites either side of Austin Park and River Rea. • Residential development of up to 380 dwellings alongside access, parking, landscaping and associated infrastructure • Residential build zone with landscape and parking areas fronting onto Austin Park to the north of the Site and Longbridge Retirement Village to the south. • General height parameter of 6 storeys with scope to increase up to 9 storeys along Austin Park to the north and the A38 to the west. • Mix of 1-, 2- and 3-bedroom units, 50% parking provision, and landscaping. • Site area: 2.38Ha including road access, Density: approx. 230 dwellings per hectare. |



Longbridge West Works

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| HELAA 2023 Site Reference | 2615, 2686, 2687, 2710, 2757, S224 |
| Growth Zone | Longbridge |
| Site name | Longbridge West Works |
| Site address | Bristol Road South, Longbridge |
| Ward | Longbridge & West Heath |
| Site area | 30.65 hectares (15.07 residential, 15.58 industrial) |
| Existing use(s) | Vacant site ready for development. |
| Proposed use(s) | Mixed use - employment and residential development |
| Indicative capacity | 350 dwellings 43,243 square metres industrial (B2/B8) |
| Development timeframe (HELAA 2023) | 0-5 years = 183 dwellings (HELAA site 2757), 23,530 square metres industrial (HELAA sites 2615 and 2687) 5-10 years = 167 dwellings (HELAA site S224), 19,713 square metres industrial (HELAA sites 2686 and 2710) |
| Supporting documents | |
| Reasons for allocation | Outstanding Longbridge AAP site allocation. |
| Constraints | None |
| Site requirements | <ul style="list-style-type: none"> • An area of 25 ha gross employment land comprising: <ul style="list-style-type: none"> o A technology park of at least 15ha to provide a minimum of 100,000 sq. m. of research and |

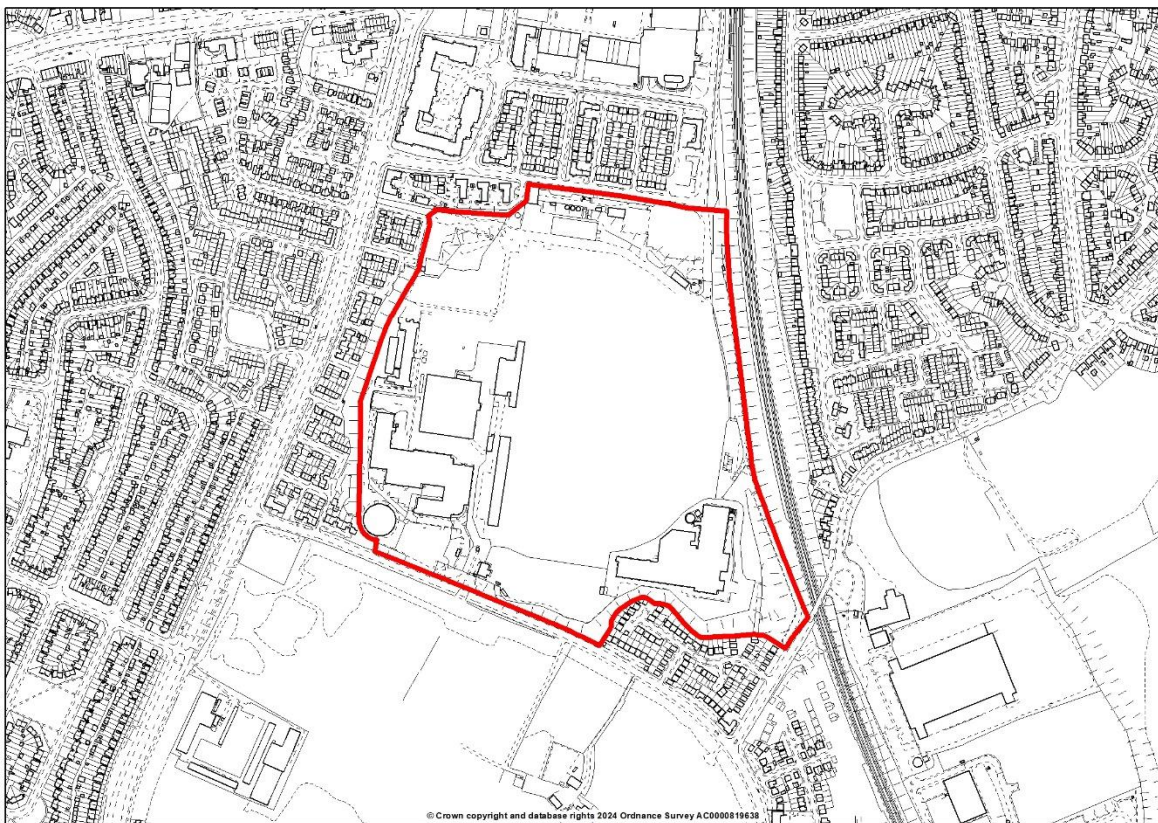
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| | <p>development, light industry, general industrial and high-quality high technology uses.</p> <ul style="list-style-type: none"> o A maximum of 25,000 sq. m. of offices for firms that support and complement the high technology sector. o A maximum total of 10,000 sq. m. of floorspace for services and amenities. <ul style="list-style-type: none"> • The land to the rear of West Works and partly fronting Bristol Road South is proposed for housing: <ul style="list-style-type: none"> o A minimum of 350 dwelling houses (Class C3) comprising a mix of sizes, types and tenures. o Density to be in the region of 50-60 dwellings per hectare. o New homes will also be encouraged to meet the Lifetime Homes Standard. o Pedestrian and cycle route following re-naturalised River Rea corridor through site. |
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Longbridge MG Site

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| HELAA 2023 Site Reference | 2471 |
| Growth Zone | Longbridge |
| Site name | Longbridge MG Site |
| Site address | Bristol Road South, Longbridge |
| Ward | Longbridge & West Heath |

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| Site area | 25.3 hectares |
| Existing use(s) | Retained heritage buildings. Site ready for development. |
| Proposed use(s) | Mixed use - employment and residential development |
| Indicative capacity | 695 dwellings |
| Development timeframe (HELAA 2023) | 0-5 years = 136 dwellings 5-10 years = 340 dwellings 10-15 years = 219 dwellings |
| Supporting documents | Outline planning approval |
| Reasons for allocation | Variation on outstanding Longbridge AAP site allocation. |
| Constraints | None |
| Site requirements | <ul style="list-style-type: none"> • Mix of employment and residential development. • Heritage buildings to be retained. • Due to site topography, existing and new buildings will be visible over long distances. Unless otherwise agreed for arboricultural reasons, existing trees should be retained and new development should include proposals for tree planting to screen development. |



Growth Zone 21: Northfield

Prices Square and Bell Lane

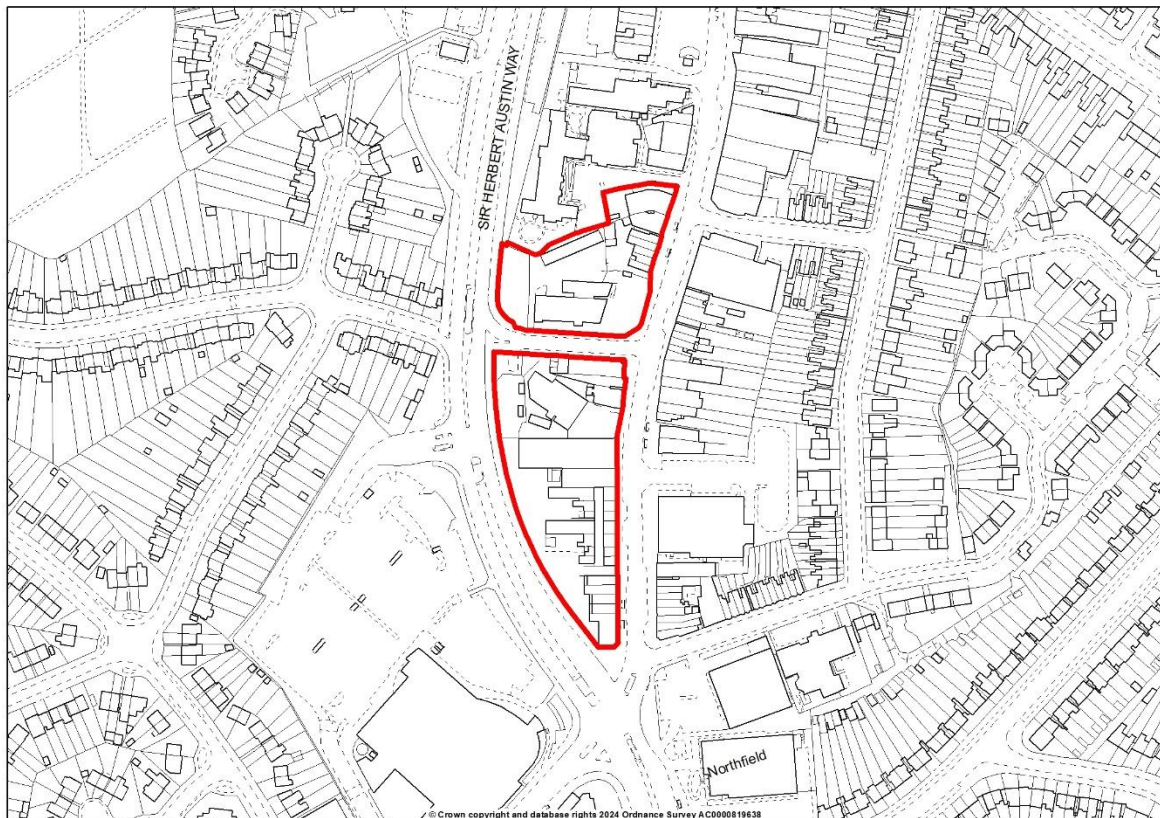
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| HELAA 2023 Site Reference | 3049 |
| Growth Zone | Northfield |

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| Site name | Prices Square and Bell Lane |
| Site address | Bristol Road South/Bell Lane, Northfield |
| Ward | Northfield |
| Site area | 1.29 Hectares |
| Existing use(s) | Retail, offices, upper floor residential, parking, service access, some vacant buildings. |
| Proposed use(s) | Mixed use including upper floors residential |
| Indicative capacity | 50 dwellings |
| Development timeframe (HELAA 2023) | 5-10 years |
| Supporting documents | Urban Centres Framework |
| Reasons for allocation | Redevelopment opportunity |
| Constraints | Land ownership |
| Site requirements | <ul style="list-style-type: none"> • Mixed use redevelopment at the heart of the Town Centre to provide an expanded retail, food and beverage, commercial, residential and leisure offer with residential on upper floors. • Potential to create greater sense of place overcoming severance of Sir Herbert Austin Way with development frontages to both Bristol Road South and Sir Herbert Austin Way. • Pedestrian and cycle connectivity between local centre and residential areas to the west. • Potential CPO required. |



North and South of Lockwood Road

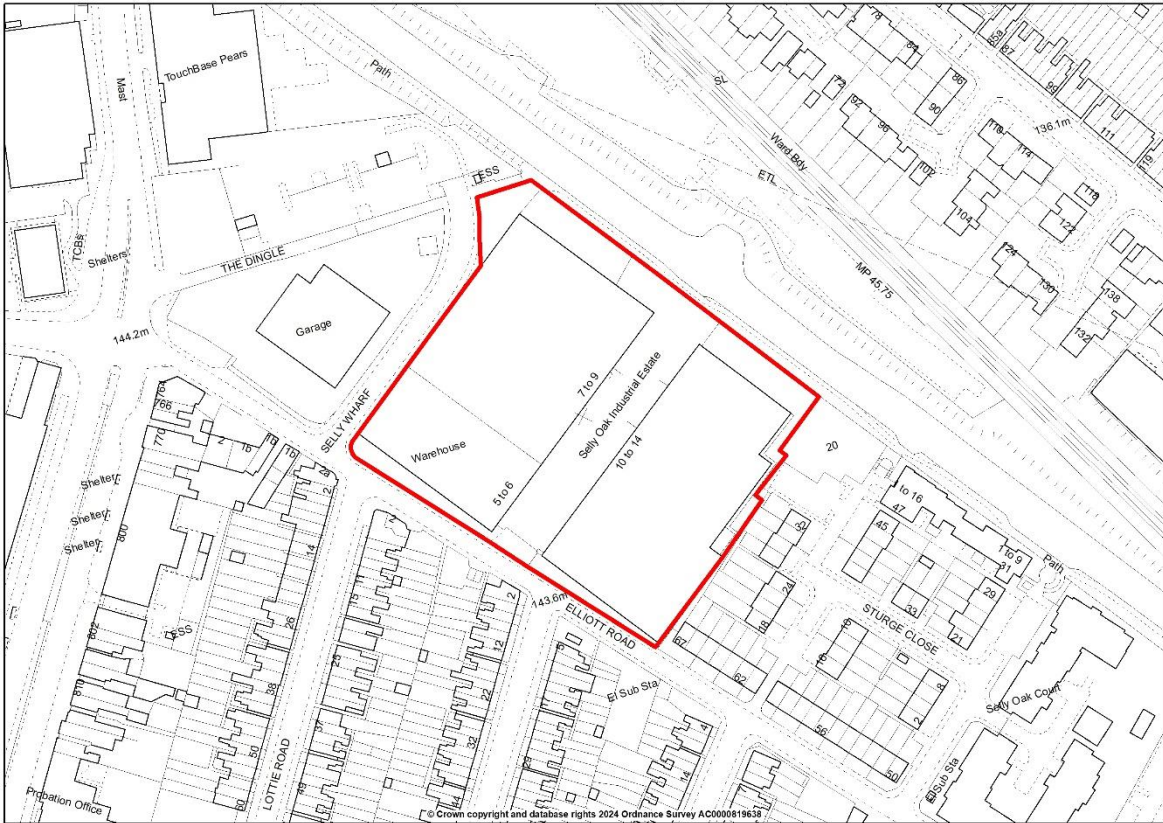
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| HELAA 2023 Site Reference | 3050 |
| Growth Zone | Northfield |
| Site name | North and South of Lockwood Road |
| Site address | Lockwood Road/Bristol Road South, Northfield |
| Ward | Northfield |
| Site area | 1.23 Hectares |
| Existing use(s) | Retail, commercial, some residential on upper floors, service yards. |
| Proposed use(s) | Retail, mixed use including upper floors residential |
| Indicative capacity | 50 dwellings |
| Development timeframe (HELAA 2023) | 5-10 years |
| Supporting documents | Urban Centres Framework |
| Reasons for allocation | Redevelopment/investment opportunity |
| Constraints | Land ownership |
| Site requirements | <ul style="list-style-type: none"> • Development opportunities exist here to create a greater sense of place, definition and architectural interest, possibly with a landmark building. Main town centre uses led by retail, and other uses such as leisure, office, cultural, community and residential development would be appropriate. • Potential CPO required. |



Growth Zone 22: Selly Oak

Selly Oak Industrial Estate, Elliott Road

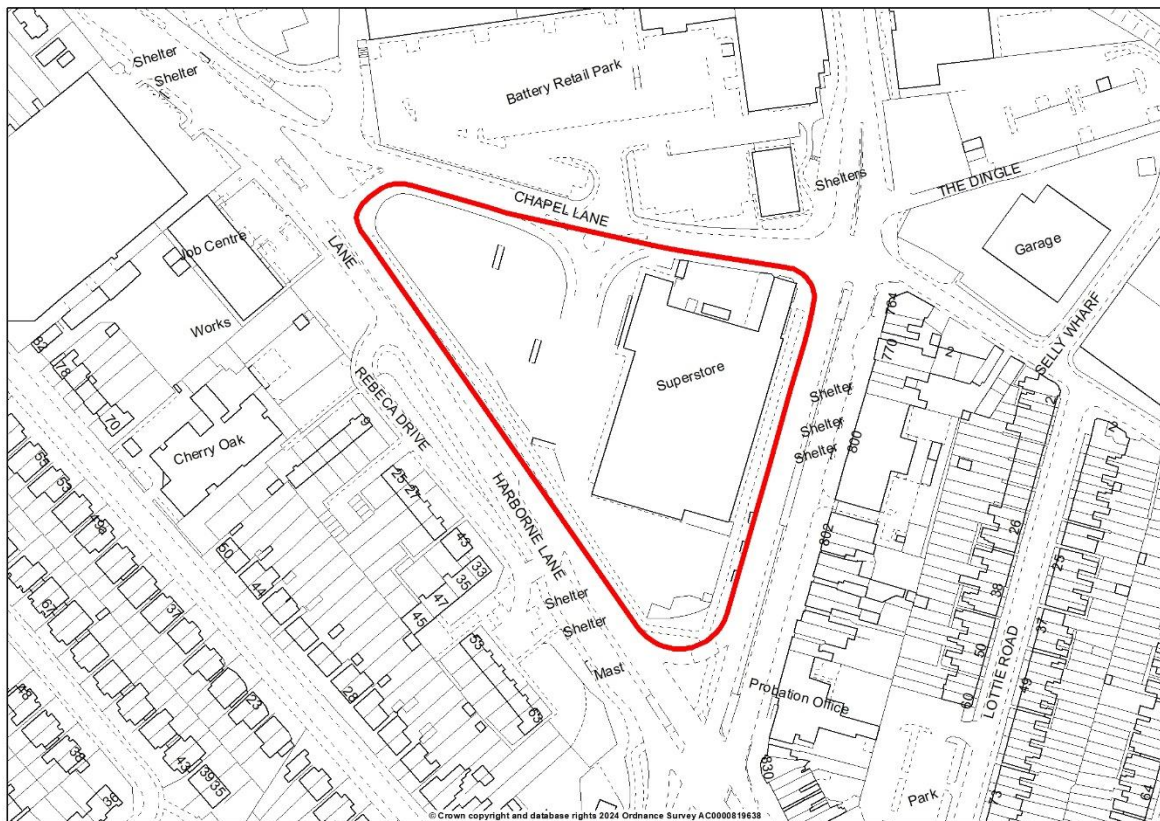
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| HELAA 2023 Site Reference | 2445 |
| Growth Zone | Selly Oak |
| Site name | Selly Oak Industrial Estate, Elliott Road |
| Site address | Selly Oak Industrial Estate, Elliott Road, Selly Oak, B29 6RL |
| Ward | Bournville and Cotteridge |
| Site area | 1.61 Ha |
| Existing use(s) | Industrial |
| Proposed use(s) | Residential |
| Indicative capacity | 290 dwellings |
| Development timeframe (HELAA 2023) | 0-5 years |
| Supporting documents | |
| Reasons for allocation | The site was included in the HELAA following recognition of the long-standing residential development opportunity. Planning permission has been secured for purpose built student accommodation on part of the site and the redevelopment of the remaining element of the industrial estate provides further opportunities for additional residential development. This would further consolidate the residential nature of the area. |
| Constraints | The recent planning approval and other adjoining housing will inform further development opportunity. |
| Site requirements | The site provides the opportunity for comprehensive residential development. Appropriateness of scale, quality of design, approach to addressing public and private realm and the relationship with the canal must be satisfactorily addressed. |



Bristol Road South and Chapel Lane (The Triangle site)

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| HELAA 2023 Site Reference | 3018 |
| Growth Zone | Selly Oak |
| Site name | Bristol Road South and Chapel Lane (The Triangle site). |
| Site address | Bristol Road South and Chapel Lane, Selly Oak. |
| Ward | Weoley and Selly oak |
| Site area | 1.71 hectares |
| Existing use(s) | Vacant supermarket and surface car park. |
| Proposed use(s) | Residential led mixed uses. |
| Indicative capacity | 102 dwellings |
| Development timeframe (HELAA 2023) | 5-10 years |
| Supporting documents | The site is referenced in the Wider Selly Oak Supplementary Planning Document (June 2015) which set out that the site would become available with the relocation of the Sainsburys store to the Battery site, and that a range of uses including retail non-food, community uses, residential, hotel, student accommodation, offices and leisure uses would be appropriate. |
| Reasons for allocation | The site is a long-standing development opportunity which will complement other recent developments that have taken place in the area including the development of the former Selly Oak Hospital, the Battery Site and other sites along the Bristol Road corridor. |

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| Constraints | This is an island site with challenges regarding access, levels and the need to knit new development with the surrounding context. |
| Site requirements | Appropriateness of scale and design including consideration of the prominence and visibility of the site, the need to address the change in levels and secure safe and convenient access for all users, securing active uses on key frontages, the provision of high-quality public and private realm, and the relationship of proposals to the wider development context. Vehicular access from Chapel Lane. |



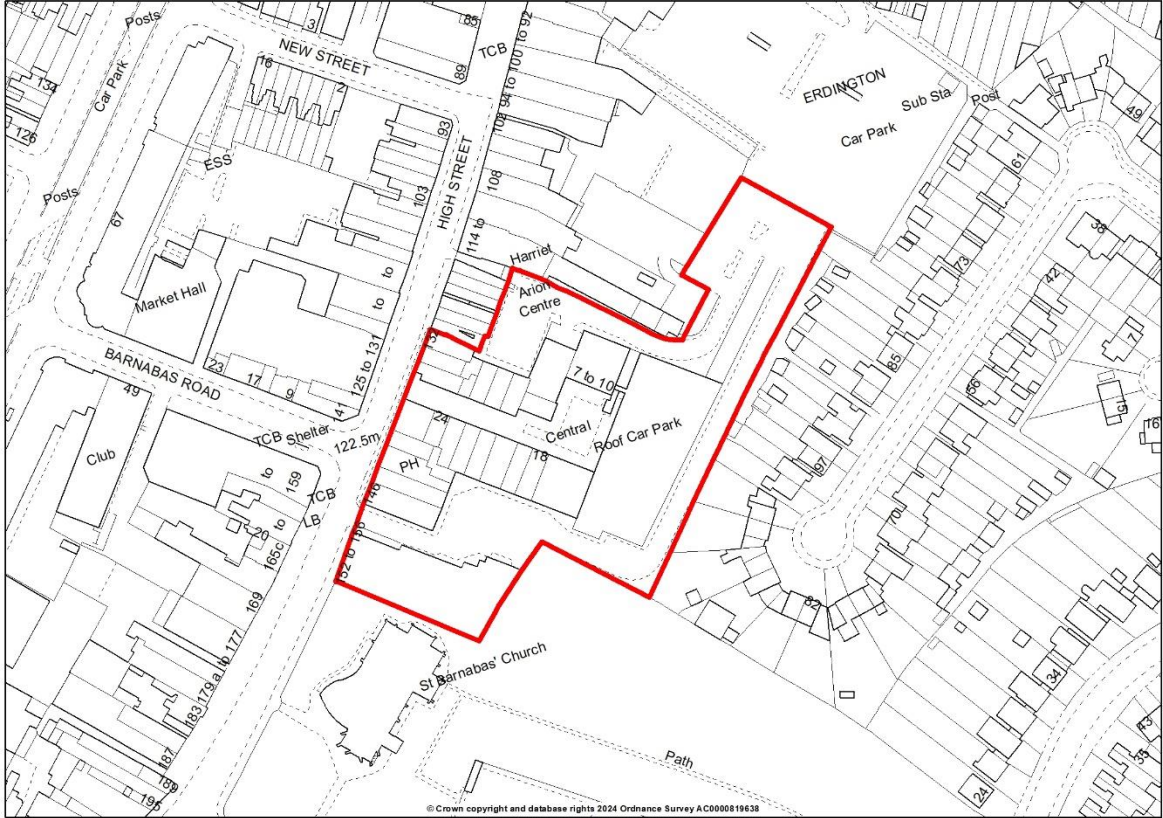
Growth Zone 23: Erdington

Central Square

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|---------------------------|----------------|
| HELAA 2023 Site Reference | 2486 |
| Growth Zone | Erdington |
| Site name | Central Square |

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|------------------------------------|---|
| Site address | Central Square Shopping Centre & 152-156 Erdington High Street |
| Ward | Erdington |
| Site area | 1.18 hectares |
| Existing use(s) | Shopping centre and shops |
| Proposed use(s) | Comprehensive mixed-use redevelopment for main town centre uses including the introduction of residential development Demolition of existing retailing buildings and development of a new community square – Sui Generis |
| Indicative capacity | 200 dwellings |
| Development timeframe (HELAA 2023) | 5-10 years |
| Supporting documents | Erdington High Street Levelling Up Bid Urban Centres Framework |
| Reasons for allocation | Major redevelopment opportunity within the heart of Erdington District Centre. Identified in the Urban Centres Framework. Positive discussions had with the owner of the site exploring options for a reinvigorated and redeveloped major mixed used scheme. Redevelopment will improve the sense of place, character, and local identity of the centre. Additionally, it will improve walking linkages between St Barnabas churchyard and the High Street. |
| Constraints | Adjacent to St Barnabas church and graveyard which are listed. Part of the site is in private ownership Adjacent residential properties at Dunvegan Road |
| Site requirements | <p>Redevelopment of the Central Shopping Centre area should:</p> <ul style="list-style-type: none"> • Incorporate a mix of uses, with an emphasis on creating a hub of activity including: <ul style="list-style-type: none"> - a distinctive food and drink offer - retail including an independent offer - family leisure facilities - living and working spaces (upper floors) - residential (town houses and upper floors) - other creative spaces and attraction • Deliver active ground floors uses that animate the public realm facing onto the High Street, the new Community Square, and the improved St Barnabas walkway. • The building/s should be in keeping with the scale and massing of the current street scene and enhance the setting of the listed St Barnabas Church. • The Central Community Square should: <ul style="list-style-type: none"> ○ include new trees and other planting, blue infrastructure for play and relaxation, high quality paving, public art outdoor gym equipment, street furniture, general play, and other features being delivered which will become a key part of the centres improved character. |

- have a key route through the site connecting St Barnabas Churchyard to the High Street

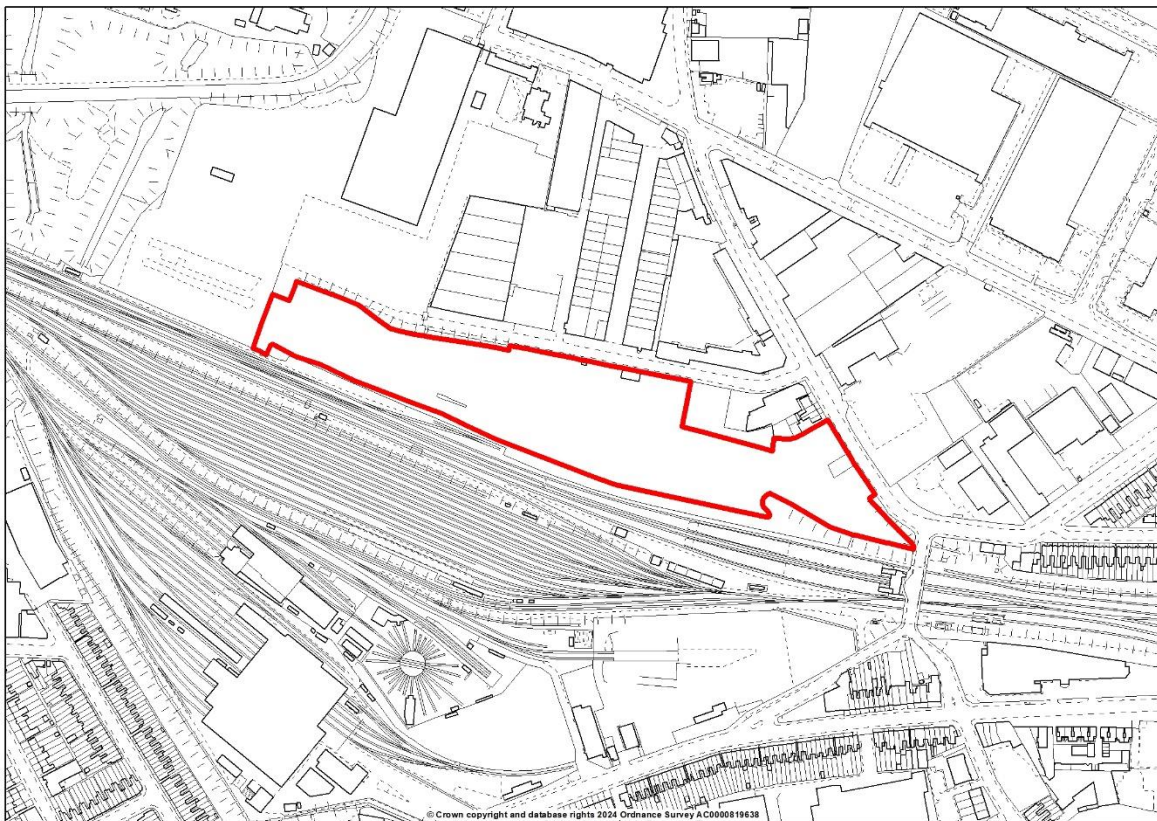


Growth Zone 24: Tyseley Environmental Enterprise District

Hay Hall Road

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|------------------------------------|--|
| HELAA 2023 Site Reference | 2736 |
| Growth Zone | Tyseley Growth Zone |
| Site name | Hay Hall Road |
| Site address | 2 Hay Hall Road |
| Ward | Tyseley and Hay Mills |
| Site area | 3.38 hectares |
| Existing use(s) | B1, B2, B8 |
| Proposed use(s) | B2, B8, and Sui Generis uses related to energy production, renewables, recycling, and renewable supply chain development |
| Indicative capacity | Net developable area = 3.38 hectares Indicative floorspace = 16,055 square metres |
| Development timeframe (HELAA 2023) | 5 -10 years |

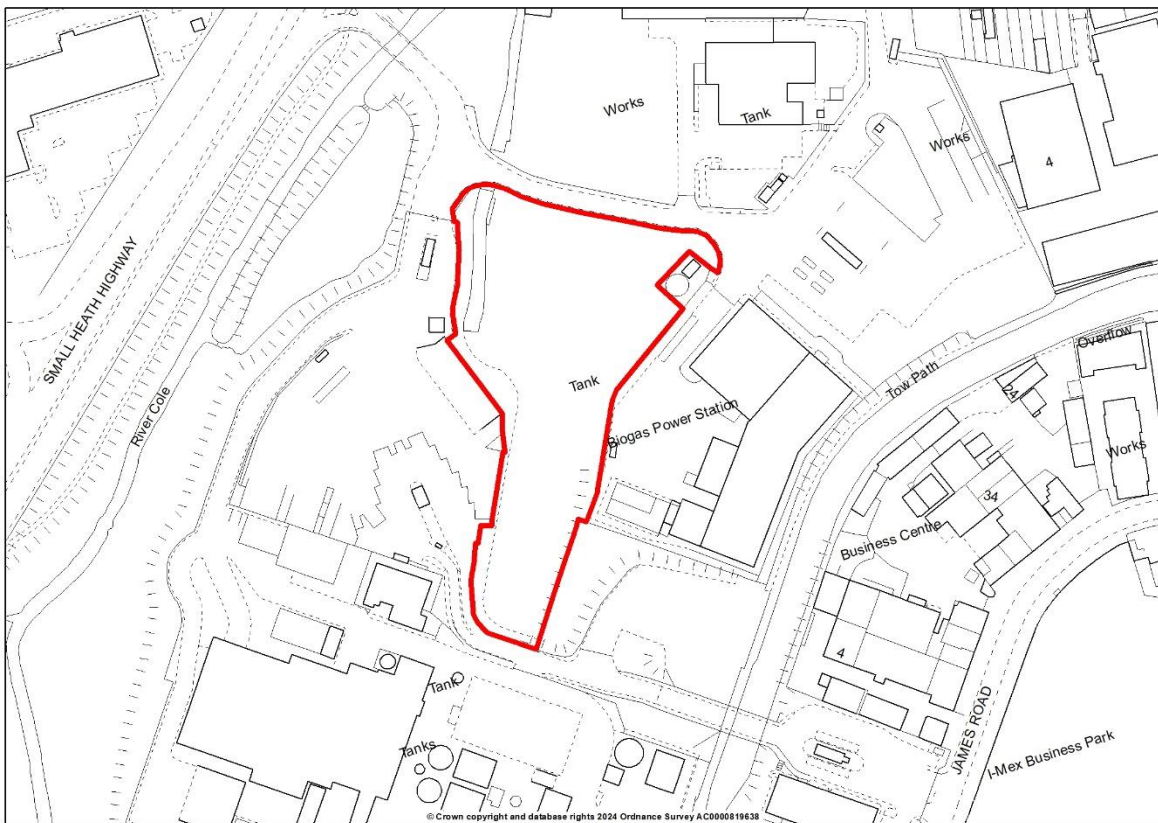
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| Supporting documents | Tyseley Environmental Enterprise District Vision |
| Reasons for allocation | To help meet identified need for land for B2 and B8 uses and encourage progress and innovation in the renewable energy, urban agriculture, and waste sectors. |
| Constraints | |
| Site requirements | <ul style="list-style-type: none"> • Development will have active frontages facing onto and overlooking key roads (Hay Hall Road and Kings Road) and the train station. • Views should be afforded into the TEED from Tyseley Station • Development will contribute to the improvement of the environment in and around Tyseley railway Station, including the provision of a mobility hub • Proposals must enhance public realm at Kings Road via landscape improvements and enclosure and surveillance via placement and layout of buildings |



Tyseley Energy Park

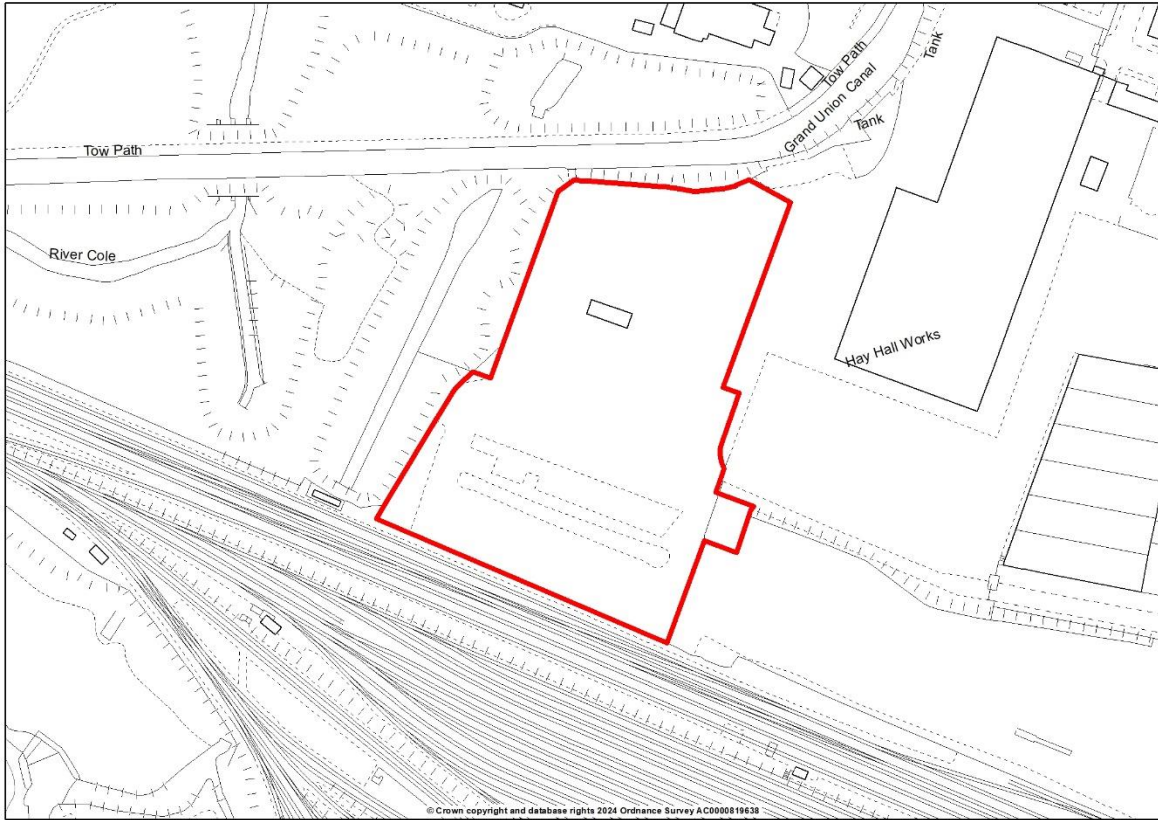
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| HELAA 2023 Site Reference | 2802 |
| Growth Zone | Tyseley Growth Zone |
| Site name | Tyseley Energy Park |
| Site address | Webster & Horsfall - Phase 3 Development Land off the Fordrough |

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| Ward | Tyseley and Hay Mills |
| Site area | 0.9ha |
| Existing use(s) | B1, B2, B8 |
| Proposed use(s) | B2, B8, and Sui Generis uses related to energy production, renewables, recycling, and renewable supply chain development |
| Indicative capacity | Net developable area = 0.87 hectares Indicative floorspace = 4,750 square metres |
| Development timeframe (HELAA 2023) | 6 to 10 years |
| Supporting documents | Tyseley Environmental Enterprise District Vision |
| Reasons for allocation | To help meet identified need for land for B2 and B8 uses and encourage progress and innovation in the renewable energy, urban agriculture, and waste sectors. |
| Constraints | Part of the site is within flood zone 2 and 3 |
| Site requirements | <ul style="list-style-type: none"> • The development will resolve issues regarding the flood risk affecting part of the site through green infrastructure interventions, such as SUDS, rainwater gardens, and building design. • The site should provide an attractive entry feature into the area from the River Cole Corridor • The site will support the delivery of improved pedestrian and connectivity links across the Small Heath Highway, helping to support better integration of the area with Small Heath via the River Cole Corridor. |



Hay Hall Business Park

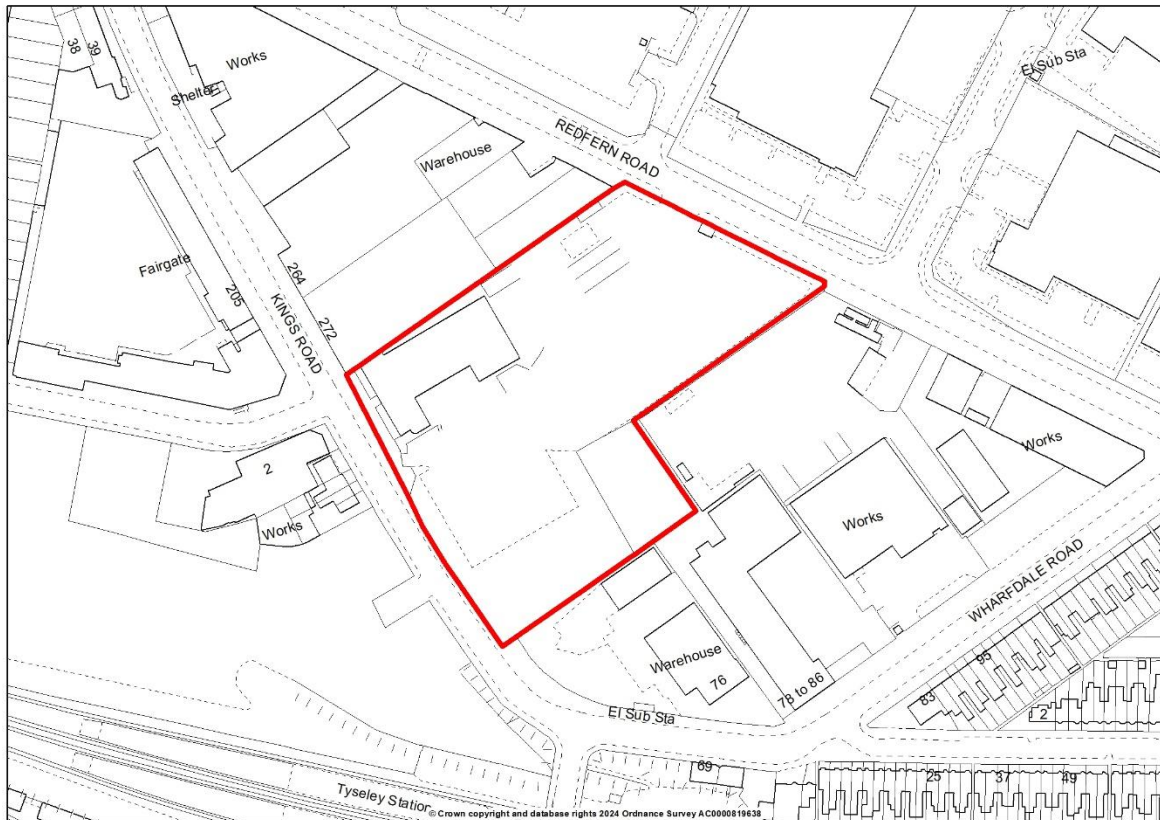
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| HELAA 2023 Site Reference | 2406 |
| Growth Zone | Tyseley Growth Zone |
| Site name | Hay Hall Business Park |
| Site address | Redfern Road, Tyseley, |
| Ward | Tyseley and Hay Mills |
| Site area | 1.98 hectares |
| Existing use(s) | B1, B2, B8 |
| Proposed use(s) | B2, B8, and Sui Generis uses related to energy production, renewables, recycling, and renewable supply chain development |
| Indicative capacity | Net developable area = 1.98 hectares Indicative floorspace = 9,410 square metres |
| Development timeframe (HELAA 2023) | 5 - 10 years |
| Supporting documents | Tyseley Environmental Enterprise District Vision |
| Reasons for allocation | To help meet identified need for land for B2 and B8 uses and encourage progress and innovation in the renewable energy, urban agriculture, and waste sectors. |
| Constraints | |
| Site requirements | <ul style="list-style-type: none"> • The site will provide the potential for a new access point into the TEED from the Grand Union Canal • New Development should have active attractive frontages facing onto the railway line, Ackers Adventure site and onto the Grand Union Canal. |



Former Redfern Road Depot

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| HELAA 2023 Site Reference | 2816 |
| Growth Zone | Tyseley Growth Zone |
| Site name | Former Redfern Road Depot |
| Site address | Kings Road, Tyseley, B11 2AB |
| Ward | Tyseley & Hay Mills |
| Site area | 1.6 hectares |
| Existing use(s) | Fleet & Waste Depot (sui generis) |
| Proposed use(s) | Industrial |
| Indicative capacity | Net developable area = 1.6 hectares Indicative floorspace = 7,600 square metres |
| Development timeframe (HELAA 2023) | 5 - 10 years |
| Supporting documents | Tyseley Environmental Enterprise District Vision |
| Reasons for allocation | Location within the Tyseley Environmental Enterprise District and the Tyseley Growth Zone. The City's need for core employment land. The site is a former Council Depot which was used by Fleet & Waste for the parking of refuse vehicles serving East Birmingham as well as office and welfare facilities. Following the opening of the new Waste Services Depot at the Atlas Works site on the opposite side of Redfern Road the Fleet & Waste operations at the Redfern Road Depot have relocated. The site is in a single ownership, Homes England. |

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| | Recent planning approval (2023/02729/PA) for an additional industrial storage unit (B8) and associated groundworks on part of the site. |
| Constraints | The site is a former Council Fleet, and Waste Depot and given the general industrial history of the Tyseley area, there may be remediation issues to be addressed. There are weight restrictions on Tyseley Rail Bridge. |
| Site requirements | <ul style="list-style-type: none"> The site has the potential to be brought forward for high quality employment development that will contribute to the growth of Tyseley and the Environmental Enterprise District. There is road access into the site from both Redfern Road and Kings Road and Tyseley Rail Station is also nearby. (preference access of Redfern Road) Tyseley Rail Bridge provides general access into the wider Tyseley area from the south and is subject to weight restrictions which will need to be addressed as part of the proposals for the Tyseley Growth Zone. |

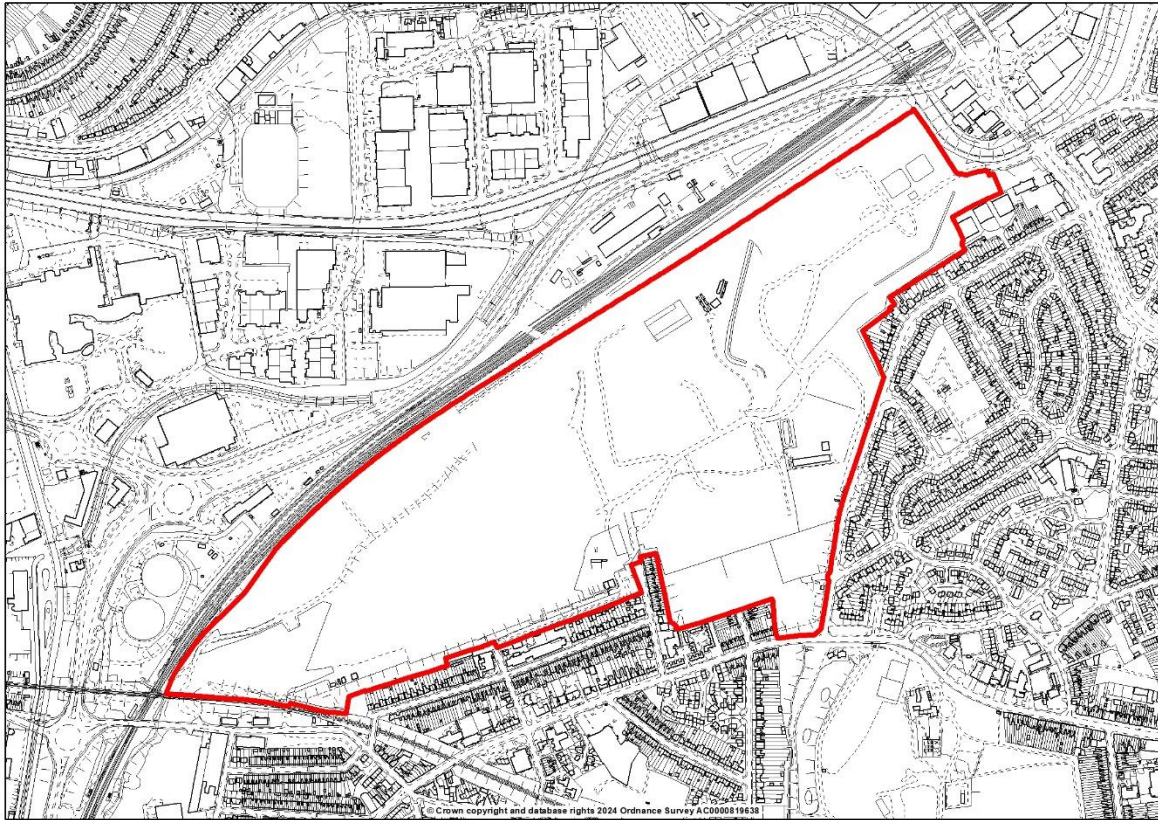


Growth Zone 25: Washwood Heath

Washwood Heath

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| HELAA 2023 Site Reference | 2590 and 2714 |
| Growth Zone | Washwood Heath |
| Site name | Washwood Heath HS2 RSMD |

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| Site address | Site bounded by Bromford Lane, Drews Lane, Warren Road and Aston Church Road |
| Ward | Ward End |
| Site area | 64 hectares gross (including RSMD & NICC) |
| Existing use(s) | Vacant former industrial. |
| Proposed use(s) | HS2 Rail and employment uses |
| Indicative capacity | Net developable area = 24 hectares Indicative floorspace = 109,104 square metres |
| Development timeframe (HELAA 2023) | 5-10 years (2590), 5-10 years (2714) |
| Supporting documents | Memorandum of Understanding between Birmingham City Council and HS2 Ltd. |
| Reasons for allocation | To meet the requirements of the HS2 Act and the city's need for core industrial land. The site is owned by the Secretary of State (DfT) apart from 4 hectares at the junction of Washwood Heath Road and Drews Lane, which has planning permission for employment development (HELAA site 2590). |
| Constraints | Land contamination likely given historical industrial use. The Wash Brook runs through the site, partly in culvert. The northern part (HELAA site 2714) includes the site of the HS2 Rolling Stock Maintenance Depot (RSMD) and the Network Integrated Control Centre (NICC). |
| Site requirements | <ul style="list-style-type: none"> • A Masterplan will be prepared with HS2 setting out in more detail the design, connectivity and sustainability guidance for the development of the site. • The site will be a place for high quality employment development, business to invest, operate and grow within high quality environment. • New and improved public spaces and pedestrian environment throughout the site including an east / west link through the site as well as links to Ward End Park to the south and the River Tame and Bromford Estate to the east. |

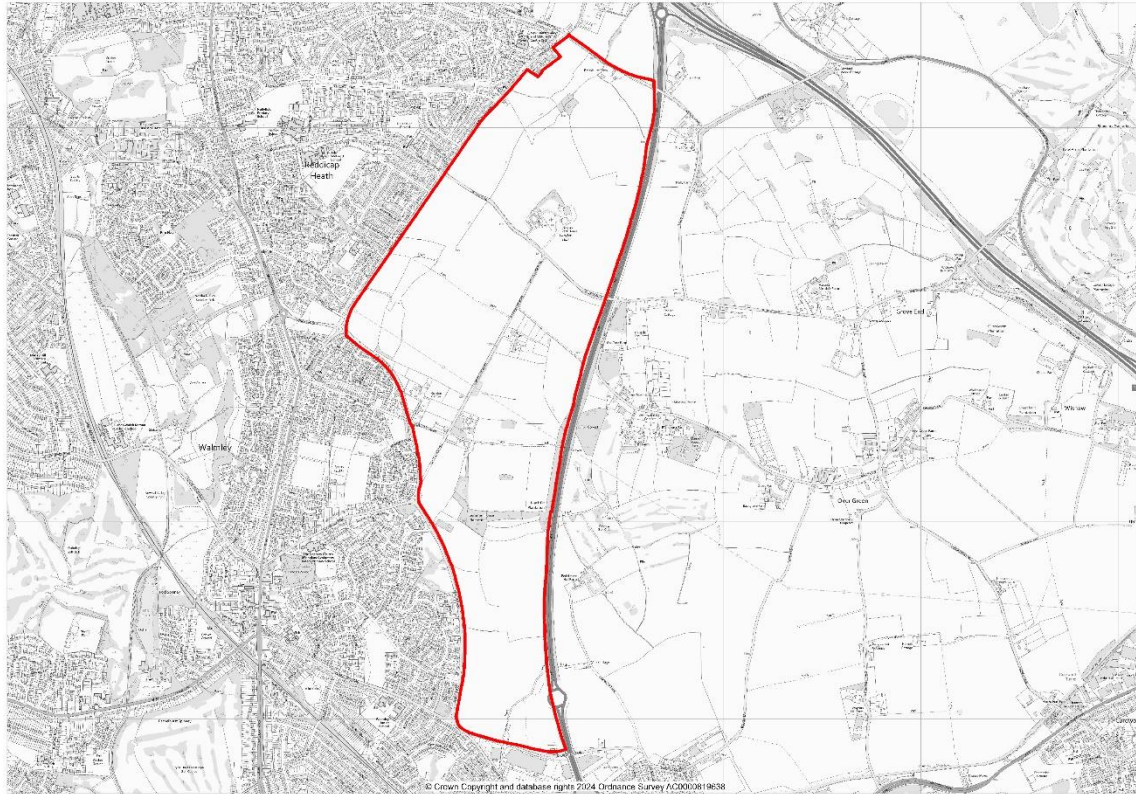


Growth Zone 26: Langley Sustainable Urban Extension

Langley Sustainable Urban Extension (SUE)

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| HELAA 2023 Site Reference | N646 |
| Growth Zone | Langley SUE |
| Site name | Langley Sustainable Urban Extension (SUE), Off Leys Road, |
| Site address | Off Leys Road, Walmley, Sutton Coldfield |
| Ward | Sutton Walmley & Minworth and Sutton Reddicap |
| Site area | 273 hectares |
| Existing use(s) | Previously Agricultural / Greenbelt land – site cleared and ready for development |
| Proposed use(s) | Comprehensive, multi-phased residential development with new transport, social and green infrastructure to create a new community at Langley – to include a transport interchange, Primary and Secondary schools, a local centre with retail and community spaces, and substantial areas of open space. |
| Indicative capacity | 5,500 homes |
| Development timeframe (HELAA 2023) | 0-5 years – 190 dwellings 6-10 years – 2,250 dwellings 10-15 years – 1,692 dwellings 16 years plus – 368 dwellings |
| Supporting documents | Birmingham Local Plan, 2017 |

| | |
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| | Langley Sustainable Urban Extension Supplementary Planning Document, 2019 |
| Reasons for allocation | Langley was released from Birmingham's Greenbelt designation to create a Sustainable Urban Extension, following extensive public consultation for the Birmingham Local Plan, adopted in 2017. The Langley SUE SPD sets out the vision for the development of a new community on the site. |
| Constraints | <ul style="list-style-type: none"> • Flood risk – Langley is situated within Flood Zones 2 and 3 and mitigation measures must be agreed with the Council and the Environment Agency prior to any development. • Heritage – mitigation measures must be proposed prior to any development, to protect all Listed Buildings within the site • Environmental – mitigation measures must be proposed prior to any development to safeguard the existing trees with Tree Protection Orders (TPOs) and the SLINC. |
| Site requirements | <p>The development of the Langley Sustainable Urban Extension is guided by the Langley SUE SDP, which provides further detail on phasing. The site should deliver:</p> <ul style="list-style-type: none"> • A mix of family homes including affordable housing at 35%. • High standard of design within all elements of the development, creating distinctive character areas within a cohesive scheme. • New junctions to the A38 and improvements to surrounding highway network to support growth. • A principal movement network, including a network of attractive and safe pedestrian and cycle routes across the site and the expansion of the rapid transit network, to connect the site to key destinations and employment opportunities. • A network of green spaces, including 30ha of Public Open Space (based on 6000 homes). This should include a strategic 'Green Corridor' enhancing connectivity to local green spaces, the Langley Brook, and a green buffer to the A38. • Vibrant services and community facilities including: <ul style="list-style-type: none"> – A new local centre – Secondary, primary, and early-years education provision – Healthcare facilities – A sports hub • Sustainable drainage systems and flood risk mitigation. • Utilities, including low/zero carbon energy and digital infrastructure. |



Growth Zone 27: Peddimore

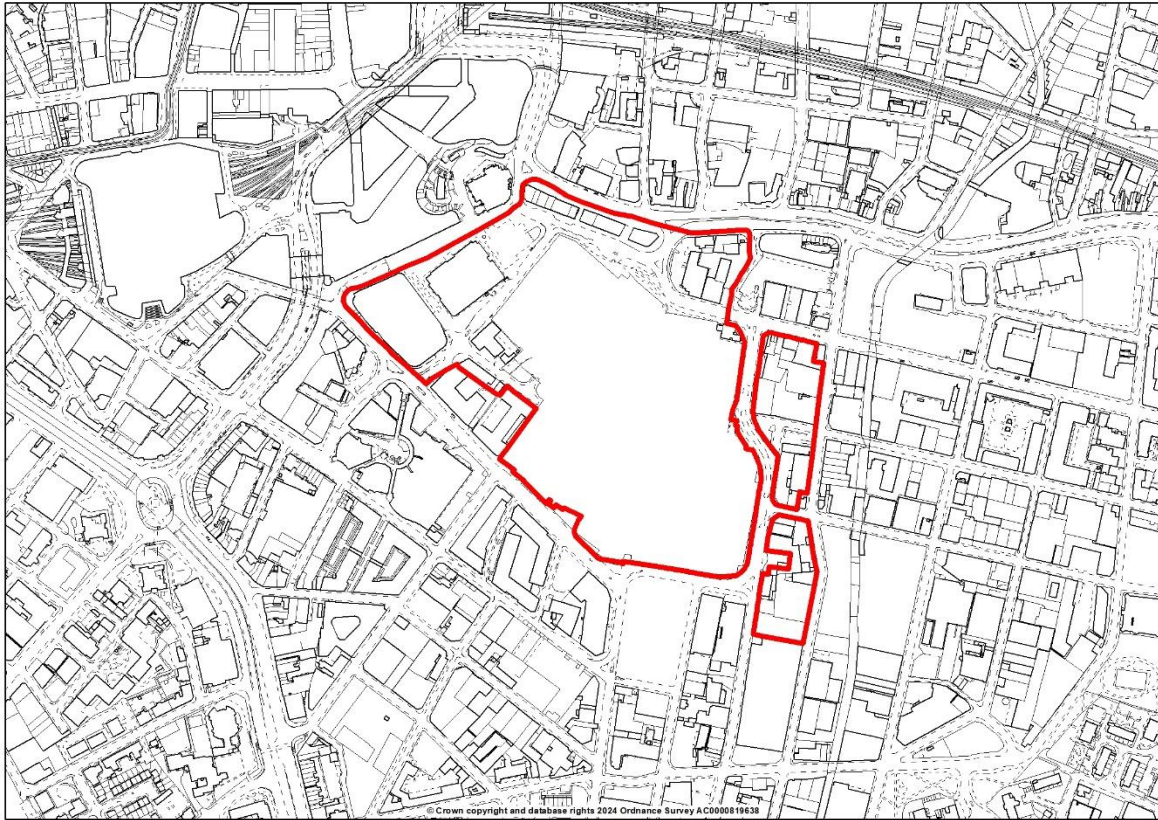
No site allocations

Site Allocations not in a Growth Zone

Smithfield Quarter

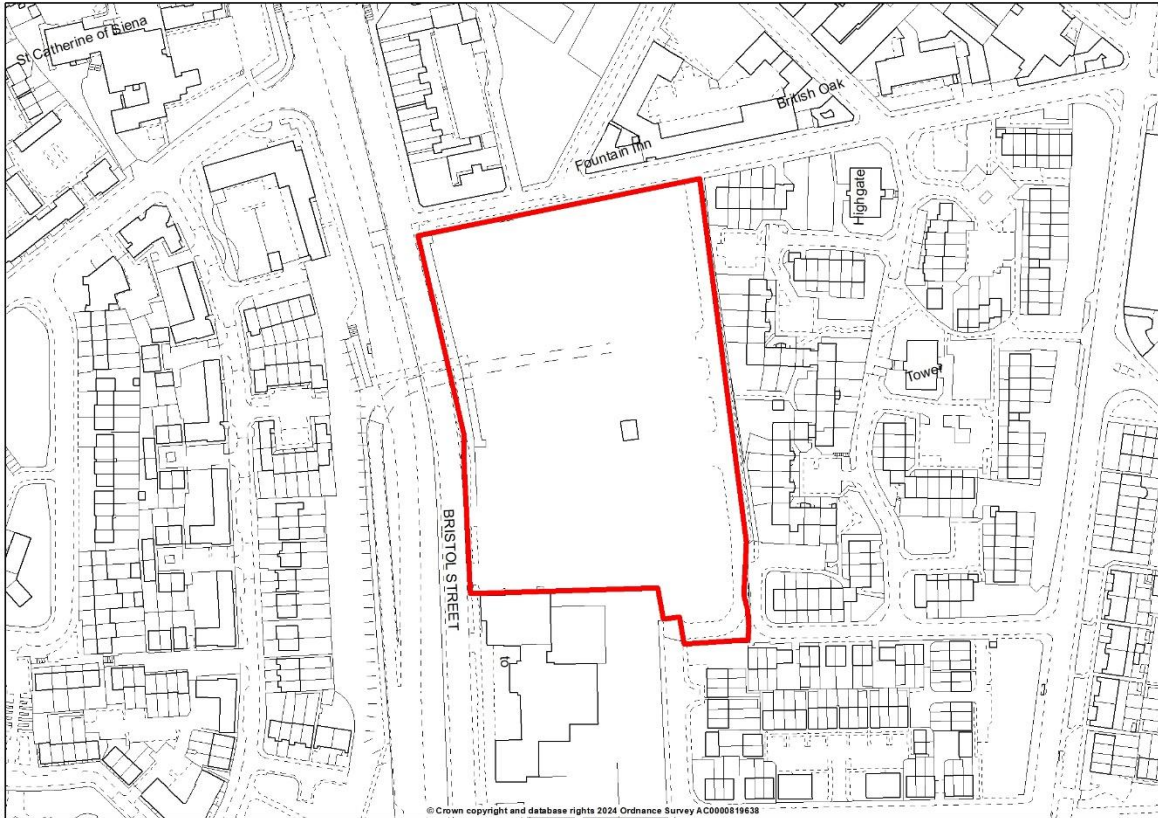
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| HELAA 2023 Site Reference | 3006 |
| Growth Zone | N/A |
| Site name | Smithfield Quarter |
| Site address | Pershore Street and Bradford Street, High Street |
| Ward | Bordesley and Highgate |
| Site area | 15 hectares |
| Existing use(s) | Cleared site (former wholesale markets)/retailing (existing markets)/various commercial and employment uses/educational uses |
| Proposed use(s) | Mixed use - residential, commercial, retail, leisure, cultural and employment uses (inc. replacement markets) |
| Indicative capacity | 2,500 dwellings |

| | |
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| Development timeframe (HELAA 2023) | 5-10 years |
| Supporting documents | Birmingham Smithfield Masterplan SPD (2017) Our City Central Birmingham Framework (2024) |
| Reasons for allocation | Smithfield is a prime development opportunity at the heart of the City Centre. The Council owns approximately 10.2 hectares of the site. |
| Constraints | Scheduled Monument - de Birmingham Moated Site (remains of) - located within the site allocation boundaries. |
| Site requirements | <ul style="list-style-type: none"> • Sustainable family housing to create an exemplar residential neighbourhood. • New cultural, retail and leisure attractions to create a distinctive and vibrant place. • A new central square that is a lively hub for cultural, community and arts events, activities, festivals and an attractive place for people to congregate. The square should reflect the history of the location as the site of the Manor House that was designated as a Scheduled Monument in 2023. • An accessible pedestrian boulevard allowing people to easily walk through the area along pleasant active streets and reach it from other parts of the city centre. • Provision of new green infrastructure including street trees, green walls and green roofs. • Design that respects and celebrates the distinct character and reflect the rich history of its location, particularly the setting of St. Martin's Parish Church. • Provision of dedicated public transport corridors and enabling easy access to the West Midlands Metro at Digbeth High Street. • Provision of new markets |



Site of Monaco House

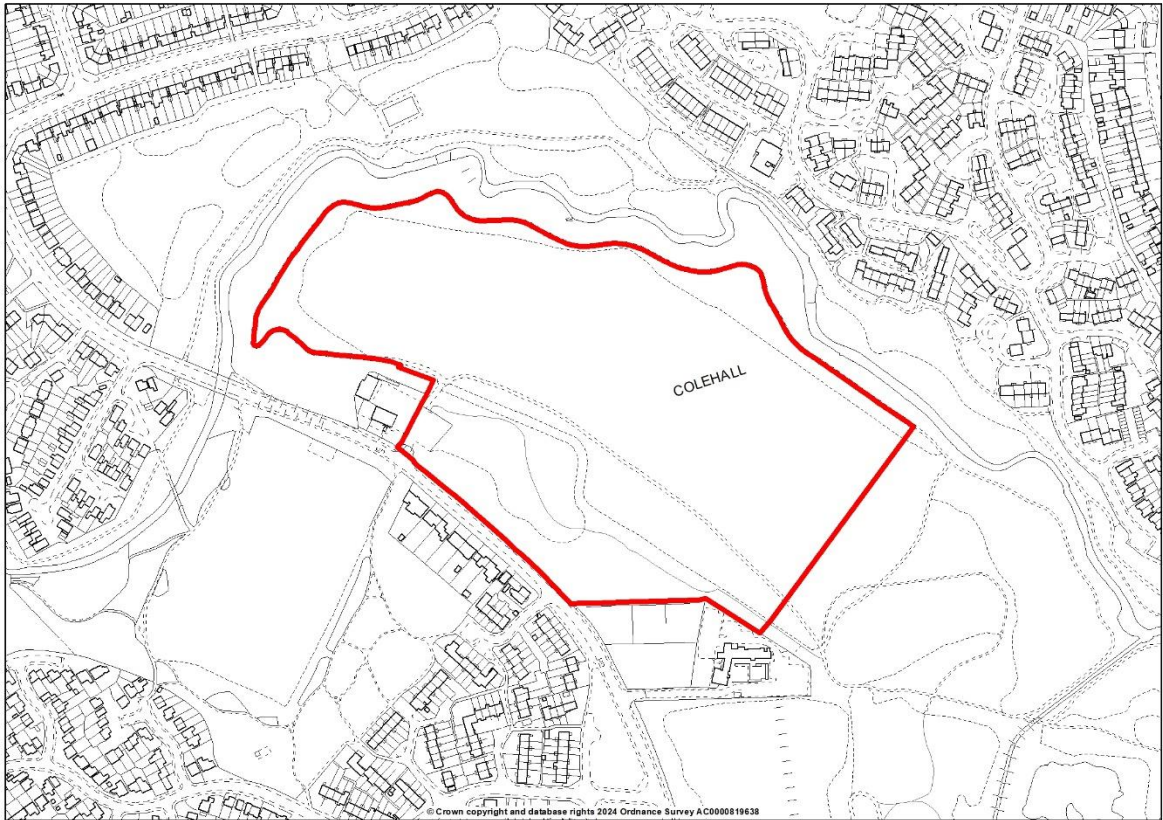
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| HELAA 2023 Site Reference | CC413 |
| Growth Zone | N/A |
| Site name | Site of New Monaco House |
| Site address | Bristol Street |
| Ward | Bordesley and Highgate |
| Site area | 2.47 Ha |
| Existing use(s) | Vacant site |
| Proposed use(s) | Residential |
| Indicative capacity | 1,009 dwellings |
| Development timeframe (HELAA 2023) | 0-5 years = 792 dwellings 5-10 years = 217 dwellings |
| Supporting documents | Central Birmingham Framework (2024) |
| Reasons for allocation | Planning consent (2017/10551/PA) for up to 1,009 units not yet implemented. |
| Constraints | None |
| Site requirements | Utilisation and reconfiguration of access arrangements off A38 to be considered . See planning approval. |



Former Yardley Sewage Works

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|------------------------------------|---|
| HELAA 2023 Site Reference | E61 |
| Growth Zone | N/A |
| Site name | Former Yardley Sewage Works |
| Site address | Cole Hall Lane |
| Ward | Glebe Farm & Tile Cross |
| Site area | 13.4 Ha |
| Existing use(s) | Former sewage works and Green Belt |
| Proposed use(s) | Residential |
| Indicative capacity | 298 dwellings |
| Development timeframe (HELAA 2023) | 0-5 years |
| Supporting documents | Birmingham Development Plan (2017) |
| Reasons for allocation | The former Yardley Sewage Works site was removed from the Green Belt and allocated for residential development in the Birmingham Development Plan 2017. The site has an unimplemented planning permission 2022/02782/PA (original permission 2018/07578/PA) |
| Constraints | Former sewage works. A 132KV electricity cable runs across part of the site. Land remediation required |
| Site requirements | <ul style="list-style-type: none"> New open spaces should connect to existing walking routes through the Cole Valley. |

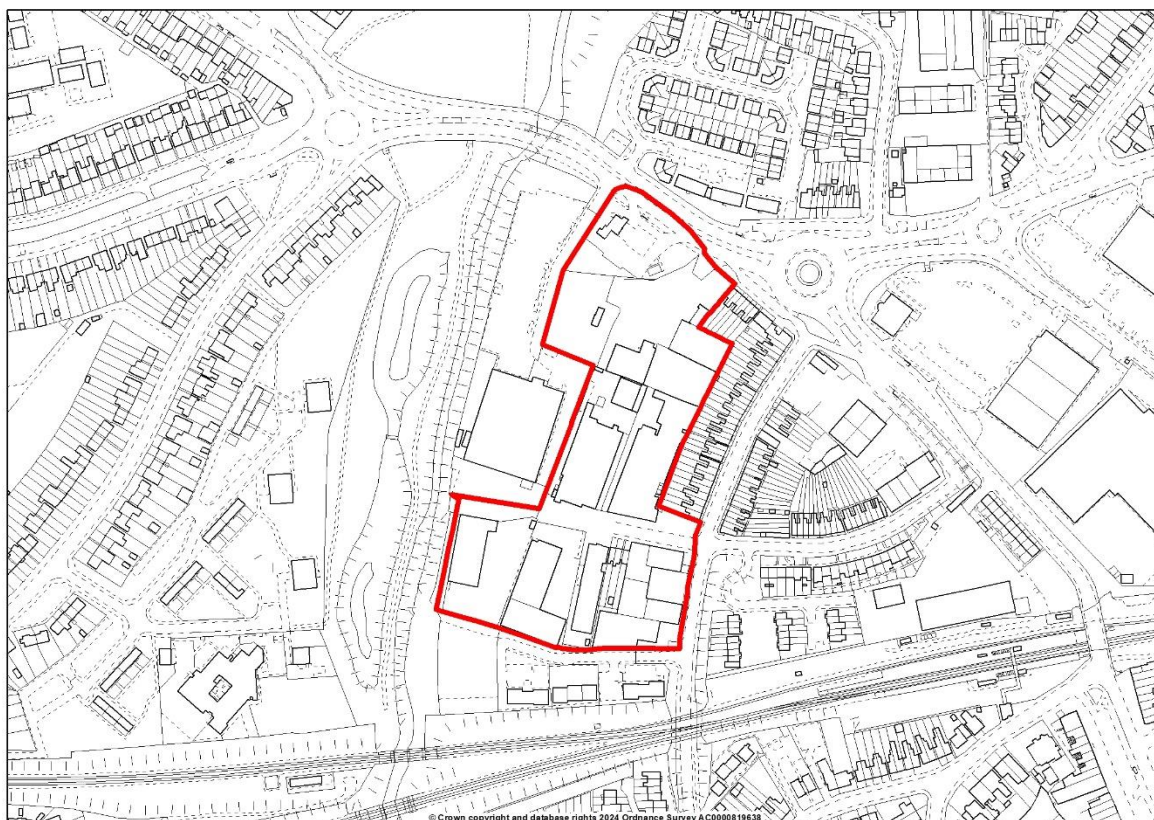
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| | <ul style="list-style-type: none"> • Ecological enhancements to encourage wildlife to complement the adjacent SINC and SLINC. |
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Albert Road/Station Road, Stechford

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|------------------------------------|---|
| HELAA 2023 Site Reference | E58 |
| Growth Zone | N/A |
| Site name | Albert Road/Station Road, Stechford |
| Site address | Albert Road/Station Road, Stechford |
| Ward | Glebe Farm and Tile Cross |
| Site area | 3.4 Ha |
| Existing use(s) | Industrial across a range of uses and occupiers |
| Proposed use(s) | Residential |
| Indicative capacity | 143 dwellings |
| Development timeframe (HELAA 2023) | 5-10 years |
| Supporting documents | None |
| Reasons for allocation | To meet local housing needs. |
| Constraints | Currently occupied industrial uses. Fragmented land ownership. Relocation of businesses may be required. Ground investigations required given the long-term industrial use of the site. Part of the site falls within the area of the Stechford |

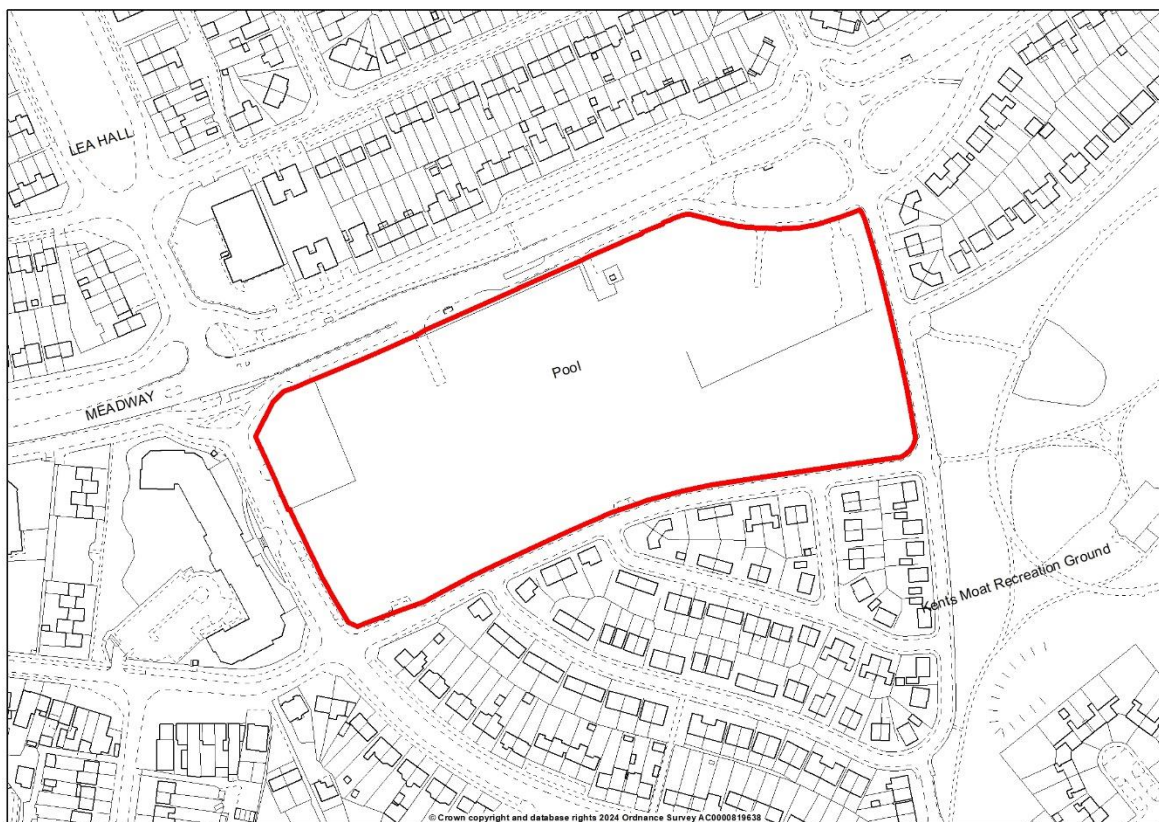
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| | Settlement which is recognised within the Historic Environment Record, and the presence of any elements of archaeological would need to be assessed. The site adjoins the River Cole and flood risk assessment would be required. |
| Site requirements | Scope for medium density (70 dph) to frontage with Station Road. |



The Meadway (site of former Poolway shopping centre)

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|------------------------|--|
| HELAA ref | 3032 |
| Growth Zone | N/A |
| Site Name | The Meadway (site of former Poolway shopping centre) |
| Site Address | Land at Meadway, Sheldon Heath Road and Bridgnorth Road |
| Ward | Garratts Green |
| Site area | 4.09 hectares |
| Existing use | Vacant site of former Poolway shopping centre and demolished flats that fronted the Meadway |
| Proposed use | New local centre and residential with enhanced public realm |
| Indicative capacity | Earlier PP for first phase of local centre was up to 2,700 sq m. The site could accommodate additional local centre uses. The residential element could comprise approximately 229 dwellings subject to detailed design. |
| Timeframe | 5-10 years |
| Supporting documents | BDP, Urban Centres Framework, East Birmingham Inclusive Growth Strategy, confirmed compulsory purchase order. |
| Reasons for allocation | This is the final phase of the Meadway regeneration that has already seen the clearance of unpopular flats and maisonettes and the demolition of the former Poolway Shopping Centre |

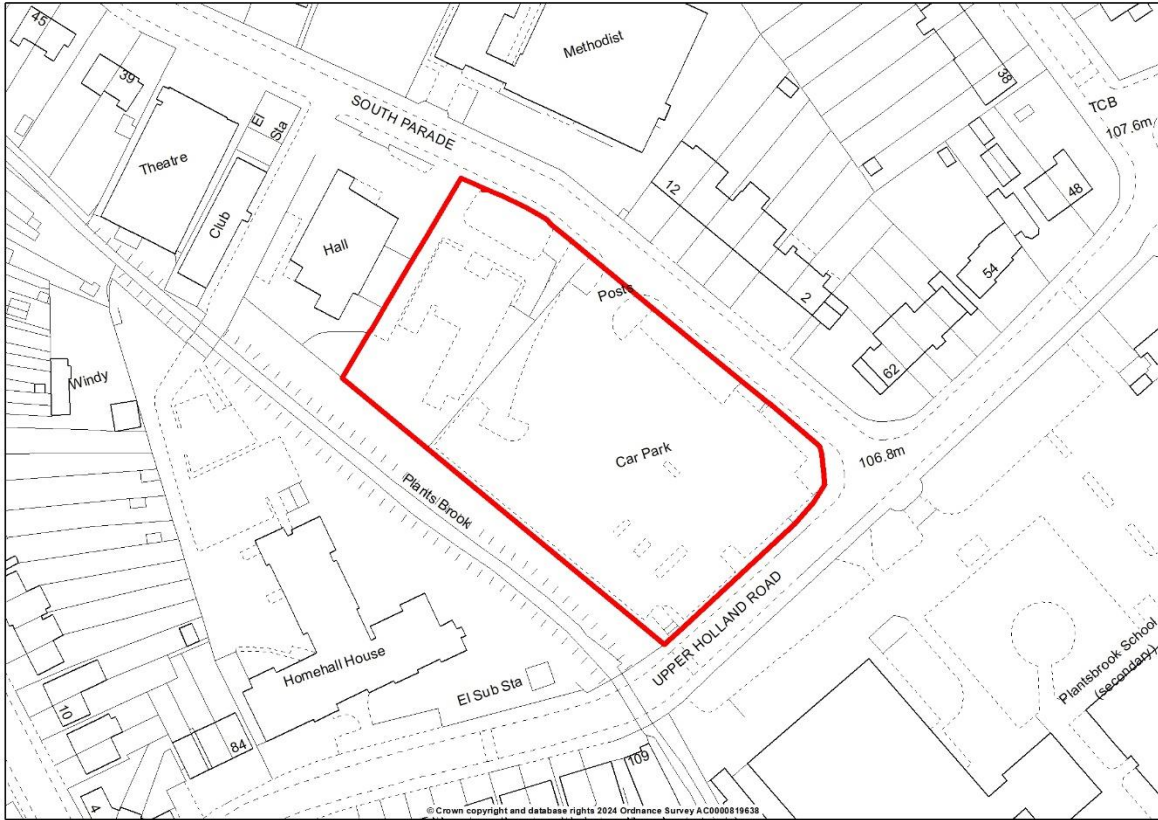
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| | <p>following the confirmation of a compulsory purchase order. Over 130 new homes and the provision of an improved community park have been delivered as part of the first phase of redevelopment. Originally identified as a District Growth centre in the BDP, the opportunities for development are now set out in the Urban Centres Framework. The site provides the opportunity to deliver a new small local centre and new housing in a prominent and accessible location.</p> |
| Constraints | <p>There are change in levels east to west across the site. The site context provided by the first phase of the regeneration and the need to deliver an exemplar mixed use development.</p> |
| Site requirements | <ul style="list-style-type: none"> • Mixed use development comprising food and other retail along with a range of community uses including health, education, and community meeting space. • Additional housing that would complement the housing regeneration that has already taken place. This could comprise a range of densities given its prominent location and existing and future public transport links. • The relationship between the different land use elements will be important, as will be the interface of the development with its context – particularly the Meadway frontage and the link to the new open space. • High quality design and public realm works required. |



South Parade Car Park, Sutton Coldfield

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|------------------------------------|---|
| HELAA 2023 Site Reference | 2766 |
| Growth Zone | N/A |
| Site name | South Parade Car Park, Sutton Coldfield |
| Site address | South Parade, B72 1ST |
| Ward | Sutton Trinity |
| Site area | 0.67 ha |
| Existing use(s) | Car Park |
| Proposed use(s) | Residential led development |
| Indicative capacity | 70 dwellings |
| Development timeframe (HELAA 2023) | 5-10 years |
| Supporting documents | None |
| Reasons for allocation | The Council owns several car parks in Sutton Coldfield which are underutilised and this site has been identified as suitable for residential development due to its proximity to Sutton Coldfield town centre. |
| Constraints | <ul style="list-style-type: none"> • A site-specific flood risk assessment will be required for the site. Most of the area bordering the site is within Flood Zone 2. • Existing trees along the river corridor as well as green space along the edge of the car park. All green elements within the site will need to be maintained and integrated to the new development. • Several Tree Preservation Order (TPO) trees adjacent to the site located on the opposite side of the nursery building as well as several non-designated trees along the river corridor. Development will need to be sensitive to existing trees to ensure they will not be affected or damaged. • Existing 25 year lease for rapid electric vehicle charging points which will need to be relocated to another car park in Sutton Coldfield. |
| Site requirements | <ul style="list-style-type: none"> • Plants Brook – provides a green corridor alongside the brook that incorporates a safe, attractive public route linking Holland Road in southwest of site with South Parade in the northeast. Housing must provide a good level of active frontage and overlooking of the route. Treatment of the corridor should enhance biodiversity, landscape and public amenity values of the brook. • Layout – development should respect established building lines along South Parade and Holland Road. A green verge should be retained along South Parade and existing street trees protected. Create active frontages with building entrances and overlooking to both streets. Appropriate separation distances will need to be maintained between the development and the existing day nursery to the north of the site, considering potential for overlooking. |

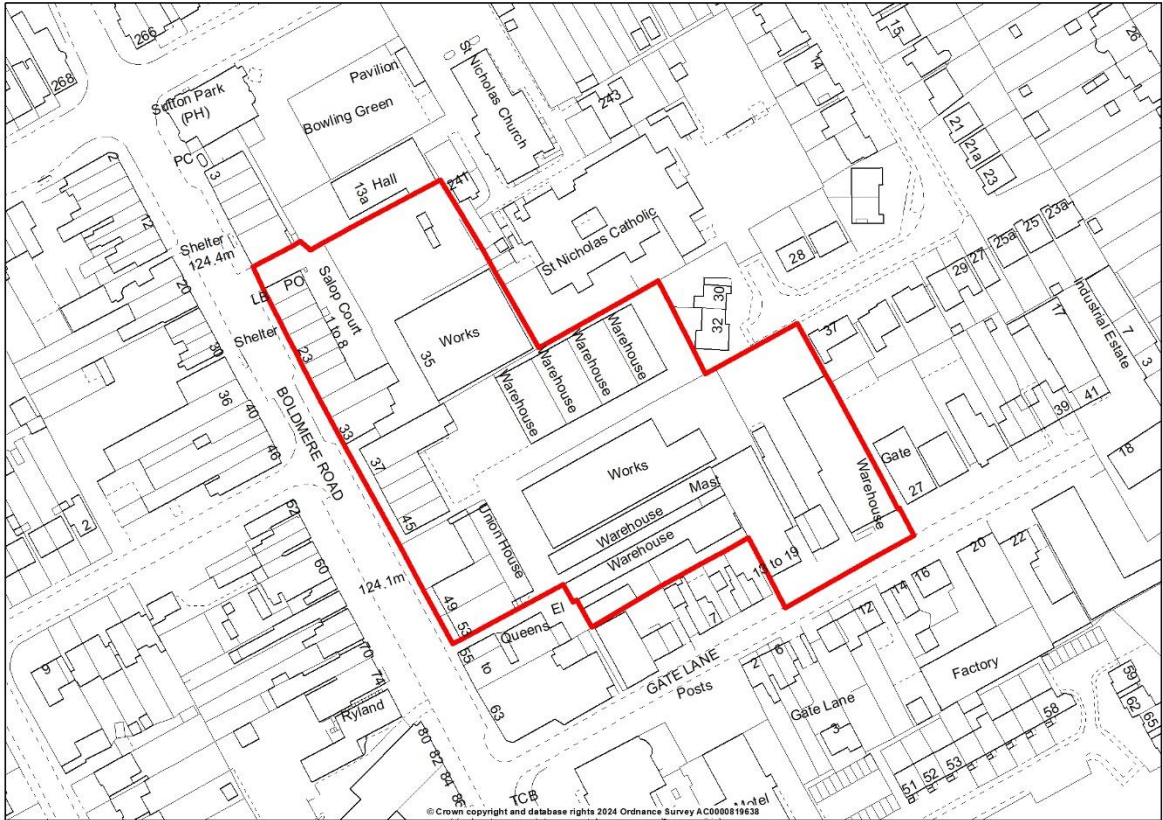
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| | <ul style="list-style-type: none">• Scale and Massing – must fit with local character and protect amenity of nearby housing. Three storeys is likely to be acceptable across most of the site; any proposal for greater height would only be considered along Holland Road and be subject to testing townscape and visual impacts.• Appearance – good quality materials and architectural detailing are required to deliver buildings with a good level of architectural interest that complement existing buildings, with contemporary architecture welcomed. The use of brick with deep modelling is encouraged. Render will not be supported.• Parking – although the site is currently located in Parking Zone 2 according to the Birmingham Parking SPD, the Council will consider proposals with minimal parking provision, on account of the site’s close proximity to the town centre which provides excellent public transport connectivity to local, regional and national destinations. This will be dependent on the site being designed to promote and support use of sustainable (especially active travel) modes of transport by future residents as travel modes of first choice.• Sustainability standards – Sustainable urban Drainage Systems (SuDs) will be required to promote biodiversity along the river corridor and reduce flood risk. The development also needs to provide well-connected multi-functional green spaces, providing benefits to people and wildlife in terms of informal recreation, amenity and biodiversity interest• Need to consider relocation of on site EV charge points. |
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Boldmere Local Centre

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|------------------------------------|---|
| HELAA 2023 Site Reference | 2792 |
| Growth Zone | None |
| Site name | Boldmere Local Centre |
| Site address | Union Drive, Boldmere, Birmingham, Sutton Coldfield B73 5TE |
| Ward | Sutton Vesey |
| Site area | 1.5 Ha |
| Existing use(s) | Retail, commercial uses and light industry / car repairs |
| Proposed use(s) | Retail and other town centre uses along with residential |
| Indicative capacity | 90 dwellings |
| Development timeframe (HELAA 2023) | 10-15 years |
| Supporting documents | None |
| Reasons for allocation | Dated retail units fronting the high street, with some uses that would be better located within an industrial area. Part of site submitted through the call for sites process |
| Constraints | Multiple ownerships |
| Site requirements | <ul style="list-style-type: none"> The site should be comprehensively redeveloped to provide commercial uses along Boldmere high street and within the local centre boundary, then residential developments to the rear. |

- Uses within the high street could include retail, leisure, food and beverage and community uses. Existing businesses that are suitable within the high street should be supported to stay following the redevelopment.
- A mix of uses should be provided to support the vitality and viability of the local centre. This should include uses that encourage activity in the evenings.
- The scale of the buildings needs to be in keeping with the surrounding built form and is not anticipated that buildings will be above three stories.
- The proposal should include high quality family homes and given this is a highly accessible location the provision of high-density town houses and apartments that meet family needs would be supported.
- There may be potential for the provision of residential uses above the commercial premises along the high street.
- Proposals should include the incorporation of green infrastructure and improved public realm along the high street



Hockley Port Canal Basin

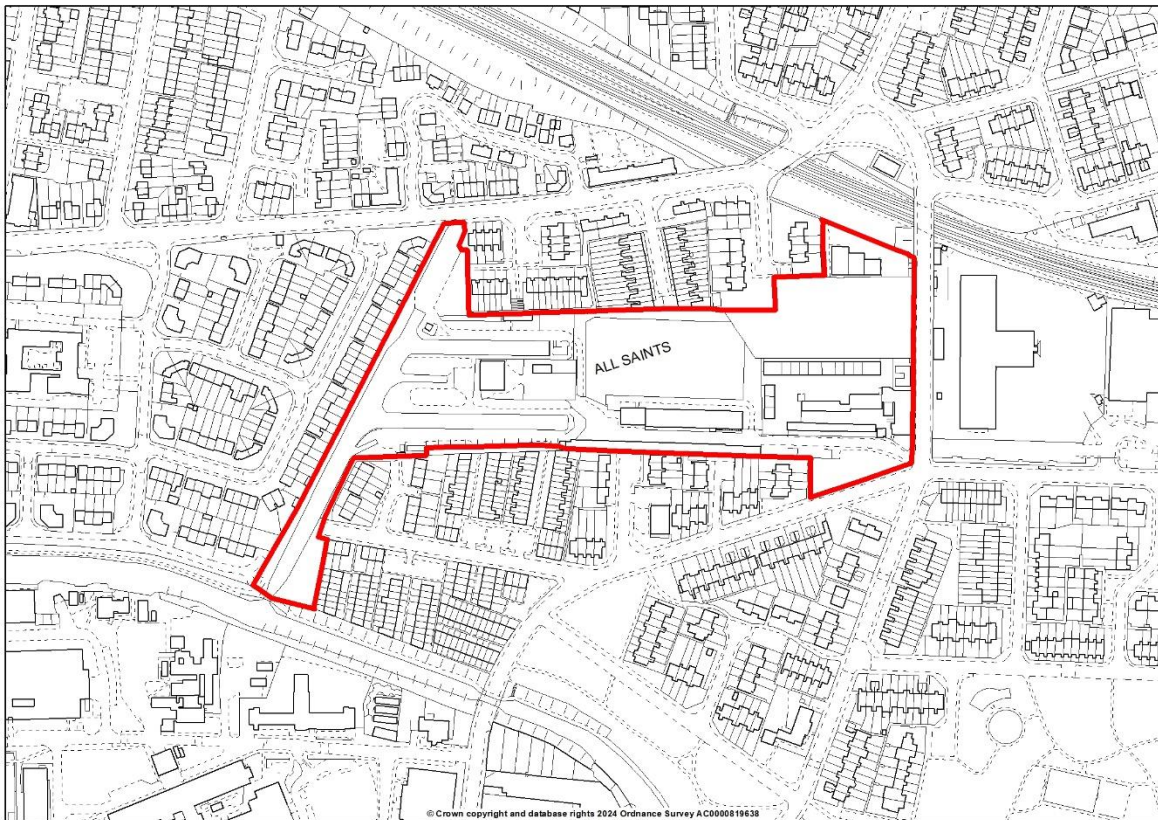
| | |
|---------------------------|--------------------------|
| HELAA 2023 Site Reference | 2823 |
| Growth Zone | N/A |
| Site name | Hockley Port Canal Basin |

| | |
|------------------------------------|--|
| Site address | All Saints Street, Birmingham B18 7RL |
| Ward | Soho & Jewellery Quarter |
| Site area | 4.27 hectares |
| Existing use(s) | Mixed Use – permanent canal moorings, Hockley Port Business Centre, North Edgbaston Sports Club, Future First Independent School, Industrial Units and Community Allotment. |
| Proposed use(s) | Residential-led development, with some small commercial units at ground floor level. Small units for Start-Ups and Creative Industries would also be supported. |
| Indicative capacity | 137 dwellings |
| Development timeframe (HELAA 2023) | 5-10 years |
| Supporting documents | Our City Central Birmingham Framework (2024) |
| Reasons for allocation | <p>Hockley Port Basin has been identified as offering potential for redevelopment in the Central Birmingham Framework 2024.</p> <p>The main canal network entrance to the canal basin is located immediately opposite to the City Hospital site, where works are anticipated to commence once the site is vacated in 2024. The City Hospital scheme will deliver improvements to the Birmingham Canal Old Line, with enhanced canal footpaths and connect the new homes to the waterside setting and new communities at Soho Wharf and Port Loop and it is considered an optimum time for the redevelopment of Hockley Port Basin.</p> |
| Constraints | <ul style="list-style-type: none"> • TPO – a tree preservation order is located on the vacant site adjacent to the Hockley Port Business Centre • SLINC – the basin is directly linked to a wildlife corridor on the Old Main Loop Line canal • Heritage - existing canal infrastructure is owned by Canal & River Trust (CRT) and the basin would need to be fully surveyed and its historic setting and all other heritage assets • Open Space – the site incorporates a private playing fields and community allotment. • Contamination – a ‘Dry-Dock’ is operational at the site and discussion will be required with Canal & River Trust as it is leased out to a private operator and may pose issues in relation to substances used for boat repairs • Vehicular Access – there is only one single-track road into the basin site and this is not adopted. The basin is poorly connected to its surroundings. Movement between the Basin and the main Birmingham Canal Old Line would need to be improved, as the Basin currently presents no pedestrian routes, meaning the site is concealed and disconnected from its surroundings. • Land Ownership – ownership is fragmented but BCC and Canal & River Trust own majority of site |
| Site requirements | <ul style="list-style-type: none"> • Support the delivery of a new residential community, that promotes waterside living and the industrial heritage of Hockley |

| | |
|--|--|
| | <ul style="list-style-type: none"> • Make use of the existing historic fabric and canal infrastructure wherever possible, with the retention of the existing brick buildings fronting All Saints Street • Reflect the industrial character of the basin, with designs that create a new and contemporary urban form – with apartment blocks of 3-4 storeys being considered appropriate • Provide strong, built frontages along All Saints Street and on the junction of All Saints Street and Crabtree Road • Improve the connection of the basin to its surroundings, both the Highway and the canal network (Birmingham Canal Old Line), to support increased movement by pedestrians and cyclists around the local area and to Brindleyplace. The existing, gated entrance is located off All Saints Street but a double-gated, historic entrance also exists off Lodge Road and better use could be made of this, to connect the basin to surrounding green spaces (e.g. All Saints Park and Musgrave Rd Recreation Grounds) • Preference for vehicular access from All Saints Street and/or improved access from Crabtree Road. • Towpath improvements for cyclists linking through to Lodge Road. • Deliver a high-quality public realm. through improvements to the existing pathways and repurposing of underused parking bays and leftover spaces (that surround the two basins) The existing permanent moorings are a key element of the character of the basin and it should continue to serve as a location for permanent moorings in the future. Full consultation with existing residents and the Canal & River Trust (CRT) will enable the potential for additional moorings to be explored • Include small non-residential units to activate the basin area and provide services that meet the day-to-day needs of residents in the local neighbourhood. A limited number of units for small-scale Start-Ups and Creative Industries could also be included • Develop in phases, to allow time for any operational businesses at the site to relocate or to be integrated to the new development (where appropriate). The relocation of the 'Dry-dock' will require particular consideration, as it has only recently relocated from Sherbourne Wharf but its continuation at Hockley Port Basin will substantially constrain the types of new development that can be delivered and degree of public access that can be enabled • Consider how new development can improve access to the Independent School from surrounding areas and deliver landscape enhancements. Options for reprovision of the facility at another site in Hockley should also be considered if it would provide a more suitable environment for learning. • Create a good quality, green open space within the new development, for residents and people passing through the area to stop, rest and experience the canal environment • Retain existing mature trees and hedgerows that offer potential to improve biodiversity and sustain wildlife on the |
|--|--|

canal. Existing green landscaping also provides valuable screening to established homes.

- Consider how new development can re-provide the Community allotment within a more accessible location of the site and contribute to the character of the basin.
- Identify opportunities to increase biodiversity levels in the basin, to support the SLINC area at the basin entrance





Appendix 2 Open space standards

Quantity and access standards

The following quantity and access standards for the provision of public open space apply in Birmingham:

| Typology | Quantity standards for assessing existing provision (hectares per 1000 people) | Quantity standards for assessing the requirements for new provision (hectares per 1000 people) | Access standard |
|--|--|--|---|
| Allotments/ growing space | 0.2 | 0.2 | 15 minutes' walk time (720m straight line) |
| Informal Green Space (sites above 0.15 ha) | 0.4 | Combined with accessible natural green space (see accessible natural green space standard below). | 10 minutes' walk time (480m straight line) |
| Parks and Recreation Grounds | 0.9 | 0.9 | 15 minutes' walk time (720m straight line) |
| Play Space (Children) | 0.125 | 0.25 (combined with youth play space) | 10 minutes' walk time (480m straight line) |
| Play Space (Youth) | 0.125 | Combined with children's play space (see children's play standard above) | 15 minutes' walk time (720m straight line) |
| Accessible Natural Green Space (sites above 0.15ha) | 1.0 | 1.0 (Combined with informal green space). | 15 minutes' walk time (720m straight line) |
| Total for new provision (ha/1000) | 2.75 | 2.35 | |

The quantity standard for existing provision and the applicable access standard will be used in assessing whether an existing public open space is surplus to requirements under Policy CE13 paragraph 1 (a). This assessment will be made at ward level.

The quantity standard for new provision will be used to determine the level of public open space that needs to be provided by a new development under Policy CE13 paragraph 2.

The application of the quantity standard to a new development requires calculation of the anticipated future population of the development. This will be calculated using the following table which shows the average number of people living in dwellings of different sizes in Birmingham in 2011 based on 2011 Census data. This will be updated using 2021 Census data when available.

| Dwelling size (number of bedrooms) | Average number of persons |
|------------------------------------|---------------------------|
| Studio/1-bed | 1.3 |
| 2-bed | 2 |
| 3-bed | 2.8 |
| 4-bed | 3.5 |
| 5+ bed | 4 |

Quantitative standards are not set for churchyards and cemeteries or for education grounds (the grounds and playing fields of schools, colleges and universities). However, these types of public open space are still protected by Policy CE13. Education grounds will be protected as public open space notwithstanding the fact that public access to these spaces may be limited.

Definitions of the public open space typologies are as follows:

| Typology | Definition |
|-----------------------------|---|
| Allotment/ growing spaces | Allotments provide areas for people to grow their own produce and plants for non-commercial purposes. In some areas the standard might be used to deliver other types of community food growing, such as community orchards; unfenced growing plots within open spaces; and urban growing spaces. |
| Informal green space | <p>Those spaces open for free and spontaneous use by the public, but neither laid out nor managed for a specific function such as a park, public playing field or recreation ground; nor managed as a natural or semi-natural habitat. These areas of open space will be of varied size, but are likely to share the following characteristics:</p> <ul style="list-style-type: none"> • Unlikely to be physically demarcated by walls or fences. • Predominantly grass. • Unlikely to have identifiable entrance points (unlike parks). • They may have shrubs, trees, and planted beds. • They may occasionally have other recreational facilities and fixtures (such as play equipment, informal football or ball courts). <p>Examples might include both small and larger informal grassed areas in housing estates and general recreation spaces but would not include semi-private communal gardens in housing areas. They can serve a variety of functions dependent on their size, shape, location and topography. Some may be used for informal recreation activities, whilst others by themselves, or else collectively, contribute to the overall visual amenity of an area.</p> <p>Informal green spaces smaller than 0.15ha are not included within the analysis for this typology, as it is considered that these sites will usually have limited recreation function and therefore should not count towards public open space provision. However, it is noted that that these spaces may have value in terms of their contribution to localised climate resilience, visual/ public amenity and/or biodiversity value and the wider network of Green Infrastructure within the city.</p> |
| Parks and recreation ground | A park and recreation ground is defined as an open space that: |

| Typology | Definition |
|--------------------------------|--|
| | <ul style="list-style-type: none"> • Has at least two facilities e.g., a children’s play area and tennis courts, or; • Has provision for formal sports pitches e.g., football or cricket pitch (informal football would be excluded); or • Is formally laid out e.g., with identifiable entrance points, formal paths, formal planted shrub beds and flower beds, car parking; and • Is actively managed and accessible to the public. <p>The parks and recreation ground typology comprises those areas laid out as pitches or fixed facilities such as tennis which are accessible i.e., they can be walked over or be used informally.</p> <p>Parks and recreation grounds take on many forms, and may embrace a wide range of functions including:</p> <ul style="list-style-type: none"> • Play space of many kinds; • Provision for a range of formal pitch and fixed sports; • Provision of outdoor gyms and fitness trails; • Informal recreation and sport; • Providing attractive walks and cycle routes to work; • Offering landscape and amenity features; • Areas of formal planting; • Providing areas for ‘events’; • Providing habitats for wildlife and connection with nature; • Providing space for food growing; • Dog walking. |
| Play space (children) | Equipped areas of play that cater for the needs of children up to and around 12 years of age. |
| Play space (youth) | Teenage facilities – informal recreation opportunities for, broadly, the 13 to 17 age group, including skateboard parks, basketball courts, BMX ramps and ‘free access’ Multi Use Games Areas (MUGAs). |
| Accessible natural green space | <p>Covers a variety of spaces including meadows, woodland, copses, river valleys and lakes all of which share a trait of having natural characteristics and biodiversity value and are also partly or wholly accessible for informal recreation.</p> <p>The focus for this typology is those sites where there are definitive boundaries or areas of natural green space which have some form of public access e.g., Local Nature Reserves. In some cases, access may not be fully clear, however, there is evidence of some level of informal use and access.</p> <p>Some sites may provide access in different ways, for example, rivers or lakes are often used for water recreation (e.g., canoeing, fishing, sailing). Whilst access may not be available fully across all areas of these sites (e.g., the middle of a lake or dense scrub in a woodland), the whole site will be included.</p> <p>Accessible natural green spaces smaller than 0.15ha in area are not included within this typology, as it is considered that these sites will have limited recreation function and therefore should not count</p> |

| Typology | Definition |
|----------|--|
| | towards public open space provision. However, these spaces have value in terms of climate resilience, visual/ public amenity, biodiversity and contributing to the wider GI network within the city. |

Thresholds for on-site provision of public open space and contributions to off-site public open space

Thresholds for on-site provision of public open space through new development are set out in the table below.

| Type of Provision/ size of development | 10-19 dwellings | 20-59 dwellings | 60-134 dwellings | 135 – 199 dwellings | 200+ dwellings |
|---|--------------------|--------------------|--|---|-------------------|
| Allotments/ growing spaces | Off-site | Off-site | On site/ Off- site | On-site | On-site |
| Informal Green Space and/or Accessible Natural Green Space | Off-site | On-site | On-site | On-site | On-site |
| Parks and Recreation Grounds | Off-site | Off-site | Off-site | On-site | On-site |
| Play Space (children) | Off -site | Off-site | On-site (toddler/ tertiary play) | On-site (junior/ secondary play) | On-site |
| Play Space (Youth) | Off-site | Off-site | Off-site | Off-site | On-site |

The above table sets thresholds for on-site provision based on the number of dwellings proposed in the development. There may be sites which exceed the threshold number of dwellings but where on-site provision is not practicable because the site is too small or is affected by other constraints, for example flood risk. In these circumstances contributions to off-site provision or improvements will be sought.

Where:

- the ward in which the proposed development is located exceeds the quantity threshold for existing provision of a particular typology of open space, and
- will continue to exceed that threshold accounting for the anticipated future population of the proposed development, and
- existing provision of that typology is available within the applicable access distance standard from the site (as set out above), then
- on-site provision of that typology will not be required and instead off-site contributions will be sought to make improvements to the quality of open space within the area.

Developments of purpose-built student accommodation and co-living (sui generis) accommodation that are major development will be required to provide on-site or make contributions to off-site provision and/or improvements for informal green space/accessible natural green space and parks and recreation grounds but not for allotments or play space.

Specialist older persons accommodation that falls within the C3 use class and constitutes major development will be required to provide on-site or make contributions to off-site provision and/or improvements for all typologies of open space except for play space. Specialist older persons accommodation which falls within the C2 use class and other forms of C2 accommodation will not be required to provide on-site or make off-site contributions to public open space.

Houses in multiple occupation which are major development and fall within the C4 use class and larger sui-generis houses in multiple occupation will be required to provide on-site or make contributions to off-site provision/improvements for public open space in the same way as C3 dwellinghouses.

The requirement to provide on-site or make off-site contributions to public open space applies equally to residential accommodation created through the change of use of existing buildings as it does to new build.

The minimum size of an on-site informal green space/ accessible natural green space is 0.15ha. Where a development that would require on-site provision would, through application of the standards, deliver less than 0.15ha of informal/natural green space, contributions to off-site provision/improvements rather than on-site provision will be sought. This will avoid a proliferation of small amenity spaces which have limited recreation function. The minimum size for a 'toddler' or 'tertiary' play area (with 5 pieces of equipment) is 400sqm. The minimum size for a 'junior' or 'secondary' play area (with 7 pieces of equipment) is 900sqm.

The calculation of off-site contributions

Where off-site open space contributions are required, these will be calculated as follows:

| Typology | Standard (m ²) per person | Cost / m ² | Contribution per person |
|---|---------------------------------------|-----------------------|-------------------------|
| Allotments | 2 | £34.20 | £68.40 |
| Parks and Recreation grounds | 9 | £116.53 | £1048.77 |
| Play Space (Children and/or Youth) | 2.5 | £163.30 | £408.25 |
| Informal green space/Accessible Natural Green Space | 10 | £16.40* | £164.00 |
| Total | 23.5 | | £1,689.42 |

The cost of provision for parks and recreation grounds does not include the cost of providing playing pitches or fixed facilities such as tennis and bowls, which are additional costs which would need to be agreed in addition to the open space costs.

These costs are separate to the costs for delivering Biodiversity Net Gain.

The above costs reflect 2022 prices. They will be updated periodically to reflect price inflation.

Contributions towards the provision or improvement of open space are calculated using the capital cost of provision. The same charges apply to both provision of new facilities and the upgrading and/or improvement of existing facilities, which will normally include at least some new provision.

Where the required level of public open space of a particular typology is provided partly on-site and partly through contributions to off-site provision and/or improvement, credit will be given for the space provided on-site in calculating the off-site contributions.

The council maintains an open space calculator which will be used to calculate the required contributions to public open space. Contributions will be secured through s106 legal agreement.

Maintenance of public open space

Where public open space is provided on site and will be maintained by a management company or equivalent arrangement a management plan for the open space will need to be submitted and approved by the council as a planning condition or as part of a s106 legal agreement. Details of how the management company will be established and managed will also need to be approved by the council.

Where public open space provided on site is to be adopted by the council, or where contributions are provided to off-site provision or improvements, maintenance contributions for 15 years for play space and 30 years' maintenance for all other types of public open space will be sought through a s106 legal agreement. Maintenance contributions will be calculated using the rates set out in the table below:

| Typology | Cost/m ² per annum |
|---|-------------------------------|
| Allotments | £0.76 |
| Play Space (Children) | £13.34 |
| Play Space (Youth) | £9.21 |
| Parks and Recreation Grounds | £3.47 |
| Informal Green Space/accessible natural green space | £0.77 |

The parks and recreation grounds maintenance contribution excludes the maintenance of sports pitches which would be in addition. The contributions above also exclude tree establishment costs, set-up costs, professional and admin costs.

The above costs reflect 2022 prices. They will be updated periodically to reflect price inflation.

Quality standards for public open space

This section provides quality standards for new open spaces, by typology.

Allotments

The standard may be used to deliver other types of community food growing, such as community orchards; unfenced growing plots within open spaces; and urban growing spaces. The following standards apply to allotments.

- Well-drained soil which is capable of cultivation to a reasonable standard;
- Limited overhang from trees and buildings either bounding or within the site;
- Adequate lockable storage facilities, and a good water supply within easy walking distance of individual plots;
- Provision for composting facilities;
- Secure boundary fencing;
- Good access within the site both for pedestrians and vehicles;
- Good vehicular access into the site and adequate parking and manoeuvring space;
- Disabled access;
- Toilets;
- Notice boards.

Informal green space

- Be accessible and functional i.e. capable of supporting informal recreation such as a kickabout, space for dog walking or space to sit and relax;
- Include high quality planting of trees and/or shrubs to create landscape structure, biodiversity value and carbon sequestration;
- Include paths along main desire lines (lit where appropriate);
- Be designed to ensure easy maintenance;
- Include adequate provision of bins;
- Provide comfortable seating with back rests;
- Be designed to ensure safety and personal security;
- Be genuinely publicly accessible, for example gated communal gardens and other semi-private areas will not be counted.

Parks and recreation grounds

The quality of new park provision shall be informed by the Green Flag standard, Building with Nature, the Natural England Green Infrastructure Standards Framework, and the Naturally Birmingham site-based audit tool (in preparation).

The quality of new sport provision shall meet relevant Sport England and national government body guidance.

Play space

New play provision shall be designed to be in accordance with [Birmingham City Council Outdoor Play Facilities Policy 2020 | Birmingham City Council](#) (or any subsequent revision).

Play areas should be designed to be bespoke, make use of natural elements where appropriate, provide a wide range of play experiences, be inclusive, meet community needs, provide for different age ranges, be challenging and exciting within acceptable safety limits, be well integrated into the landscape with space to run around, be sustainable and well-maintained and be adaptable to changing circumstances.

The site should have natural surveillance for the play area i.e. close enough to housing to be overlooked but not to cause a nuisance. It also needs to be safely accessible by all potential users within the catchment area by cycleway or footpath with safe pedestrian crossings.

Minimum sizes of equipped play provision will ensure that high quality play areas with sufficient space to provide high play value are delivered. Birmingham City Council has developed its own definitions for different scales of play provision as follows.

The minimum sizes and minimum number of pieces of equipment are:

- 'Tertiary' (toddler) play area: minimum size is required to be 400m² (minimum 5 pieces of equipment)
- 'Secondary' (junior) play area: minimum size is required to be 900m² (minimum 7 or more pieces of equipment)
- 'Primary' play area: (minimum 9 pieces of equipment including at least 4 pieces for older children plus other associated facilities such as sports provision e.g., multi-use games area, skate facilities and/or outdoor gym equipment/parkour).

Accessible natural green space

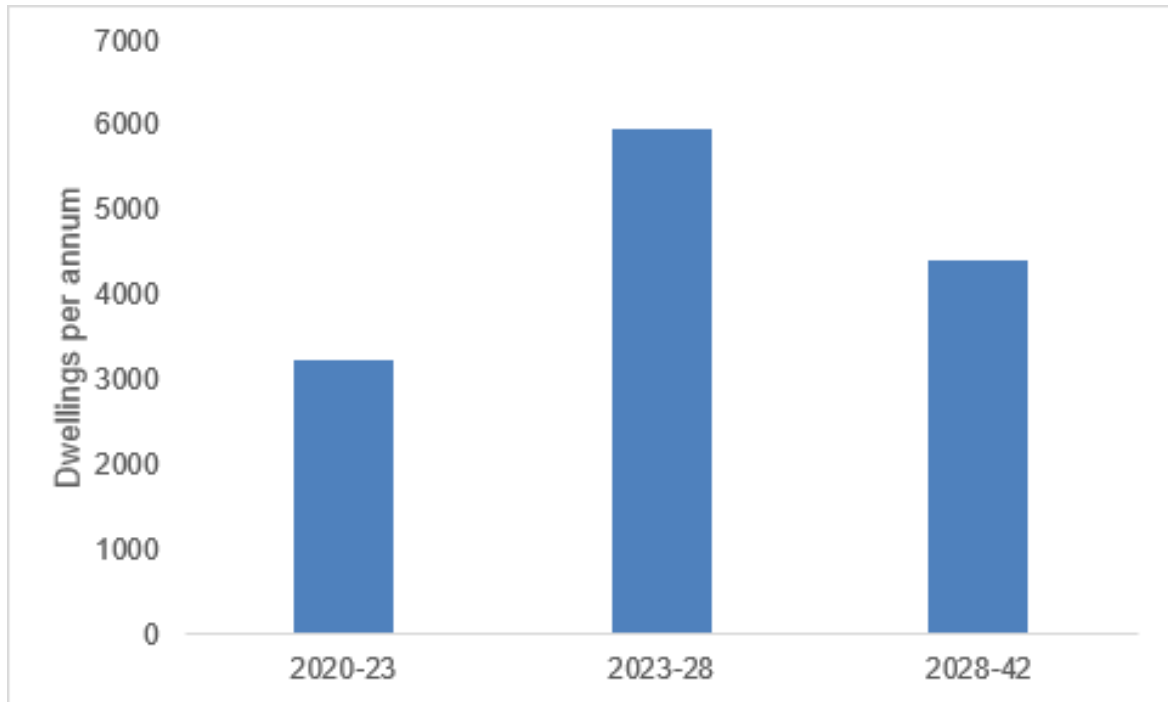
The shape and size of space provided should allow for meaningful and safe recreation. Provision is expected to include (as appropriate) elements of woodland, wetland, heathland and grassland, and provision could also be made for informal public access through recreation corridors. For larger areas, where car-borne visits might be anticipated, some parking provision will be required. The larger the area the more valuable sites will tend to be in terms of their potential for enhancing local conservation interest and biodiversity. Wherever possible these sites should be linked to help improve wildlife value as part of a network.

In areas where it may be impossible or inappropriate to provide additional natural green space consistent with the standard, other approaches should be pursued which could include (for example):

- Changing the management of marginal space on playing fields and parks to enhance biodiversity.
- Encouraging living green roofs and walls as part of new development/ redevelopment.
- Encouraging the creation of mixed species hedgerows.
Variation in use of grassland management regimes.
- Improvements to watercourses and water bodies.
- Innovative use of natural drainage schemes / Sustainable Drainage Systems (SuDS), where such schemes would be appropriate for use and potential adoption as community/public open space.
- Use of native trees and plants with biodiversity value in high quality soft landscaping of new developments.

Appendix 3 – Housing Trajectory

The following trajectory demonstrates the projected delivery of annual housing completions across the plan period to 2042. This is based on the anticipated delivery period for each housing site in the HELAA 2023.



Appendix 4 – Table of BDP and Local Plan Policies

| New policy | Replacing BDP policy | Topic | Policy summary | Implementation documents and Initiatives (where relevant) |
|---------------------|----------------------|----------------------------------|---|--|
| PG1 | PG1 | Overall levels of growth | Sets out the overall housing and employment growth that will be delivered in the pan period. | |
| PG2 | PG2 | Place-making | Urban design principles | Birmingham Design Guide; Our Future City Central Area Framework |
| PG3 | PG3 | Central Birmingham | Overarching policy reflecting the Central Birmingham Framework | Our Future City Central Area Framework |
| Growth Zones | | | <p>The purpose of the GZ policies is to ensure a strategic approach to achieve comprehensive transformation of these areas. GZs will be capable of delivering significant quantities of homes and employment for the city. In general, a mixed-use approach is promoted, with the objective of creating vibrant self-sustaining communities served by commensurate social and physical infrastructure.</p> <p>Each growth zone has a policy setting out the vision for that zone, appropriate land uses, scale and location of new development, key routes, open spaces, and key infrastructure requirements.</p> <p>The implementation of the GZ will be supported by existing and emerging non-statutory masterplan frameworks or supplementary planning documents to facilitate a co-ordinated and comprehensive approach to the regeneration of the zone.</p> <p>Each policy is supported by a plan showing:</p> <ul style="list-style-type: none"> • the boundary • key constraints • proposed site allocations • planned infrastructure improvements • open space • key routes and other key features | |
| GZ1 | GA1 | Park Birmingham | | Our Future City Central Area Framework |
| GZ2 | GA1 | Western Gateway | | Our Future City Central Area Framework |
| GZ3 | New | Nechells | | Our Future City Central Area Framework |
| GZ4 | GA1 | Curzon Gateway | | Our Future City Central Area Framework; Birmingham Curzon HS2 - Masterplan for growth |
| GZ5 | GA1 | Gun Quarter | | Our Future City Central Area Framework |
| GZ6 | GA1 | Snowhill | | Our Future City Central Area Framework |
| GZ7 | GA3 | Newtown | | Our Future City Central Area Framework, Snowhill Masterplan |
| GZ8 | New | Hagley Road Corridor | | Our Future City Central Area Framework |
| GZ9 | New | South Edgbaston | | Edgbaston Reservoir Masterplan SPD |
| GZ10 | GA1 | Rea Valley Urban Quarter | | Rea Valley Supplementary Planning Document; Our Future City Central Area Framework |
| GZ11 | New | Ladywood Regeneration Initiative | | Our Future City Central Area Framework |
| GZ12 | GA1 | Digbeth | | Our Future City Central Area Framework; Digbeth, Deritend and Bordesley High Streets Conservation Area Appraisal & Management Plan |
| GZ13 | GA7 | Bordesley Park | | Bordesley Area Action Plan; Urban Centres Framework; Our Future City Central Area Framework |

| New policy | Replacing BDP policy | Topic | Policy summary | Implementation documents and Initiatives (where relevant) | |
|------------|----------------------|-------------------------------------|----------------|---|--|
| GZ14 | New | Hockley and Soho Hill | | Our Future City Central Area Framework, A41 Soho Road Framework | |
| GZ15 | New | Gib Heath | | Central Birmingham Framework, A41 Soho Road Framework | |
| GZ16 | GA3 | Villa Park and Witton | | Our Future City Central Area Framework | |
| GZ17 | GA3 | Perry Barr | | Perry Barr Masterplan, 3Bs (Beeches, Booths and Barr) Neighbourhood Development Plan (parts overlap); Urban Centres Framework; Our Future City Central Area Framework | |
| GZ18 | GA2 | Greater Icknield | | Greater Icknield Masterplan, Edgbaston Reservoir SPD, Smethwick to Birmingham Corridor SPD; Our Future City Central Area Framework | |
| GZ19 | GA4 | Sutton Coldfield Town Centre | | Sutton Coldfield Town Centre Masterplan SPD; Urban Centres Framework | |
| GZ20 | GA10 | Longbridge | | | |
| GZ21 | New | Northfield Town Centre | | Northfield Local Action Plan, Northfield Regeneration Framework; Urban Centres Framework | |
| GZ22 | GA9 | Selly Oak | | Wider Selly Oak SPD; Our Future City Central Area Framework | |
| GZ23 | New | Erdington | | Erdington Action Plan; Urban Centres Framework | |
| GZ24 | New | Tyseley Energy Enterprise Park | | Draft Tyseley Environmental Enterprise Park Masterplan | |
| GZ25 | New | Washwood Heath | | Our Future City Central Area Framework | |
| GZ26 | GA5 | Langley Sustainable Urban Extension | | Updated and carried forward into the BDP Review | Langley SUE SPD |
| GZ27 | GA6 | Peddimore | | Updated and carried forward into the BDP Review | Peddimore SPD |
| SA.1 | New | Site Allocations | | <p>Detailed Site Allocations. Most of these will fall within the GZs but some do not. The policies will be used to determine applications and should be read in conjunction with the whole Local Plan. They describe the types of development / uses that the Council will expect to take place on and the site-specific considerations that will need to be taken into account.</p> <p>The following criteria have been used to select sites for allocation:</p> | Our Future City Central Area Framework |

| New policy | Replacing BDP policy | Topic | Policy summary | Implementation documents and Initiatives (where relevant) |
|------------|----------------------|---|---|--|
| | | | <ul style="list-style-type: none"> Sites capable of delivering 50 or more homes; or Sites capable of delivering 1 ha or more of employment land if outside a Core Industrial Area; or Sites with an existing policy constraint for example currently designated as open space or Core Industrial Area; or Sites which are required to be brought forward together and currently in different land ownerships. | |
| HN1 | TP27, TP28 | New residential development | Ensures new residential development contributes to sustainable neighbourhoods | Our Future City Central Area Framework |
| HN2 | TP31 | Affordable housing | Sets out the triggers for % contribution, the affordable mix. Includes requirement for % of affordable older people's housing, other specialist housing, PBSA, co-living and Build To Rent. | Affordable Housing SPG |
| HN3 | TP30 | Housing Type and Size Mix | Encourages development to provide for a range of housing types and sizes in accordance with the preferred HEDNA mix. | Birmingham Design Guide; Our Future City Central Area Framework |
| HN4 | T30 | Residential densities | Sets minimum residential density standards | Birmingham Design Guide; Our Future City Central Area Framework |
| HN5 | Part of DM10 | Housing for older people and others with Support Needs and Care | The HEDNA recommends all new dwellings are A&A. Requires a % of dwellings to be wheelchair accessible (Part M4 (3)). | |
| HN6 | TP35 | Protecting existing housing | Protects existing self-contained C3 housing, encourages bringing empty homes back into use. | Houses in Multiple Occupation Supplementary Planning Document (SPD) |
| HN7 | TP33 | Purpose Built Student Accommodation | Sets a new policy for PBSA. | Large Scale Shared Accommodation Supplementary Planning Document (SPD) |
| HN8 | New | Large scale shared accommodation | Sets a new policy for co-living. | Large Scale Shared Accommodation Supplementary Planning Document (SPD) |
| HN9 | TP32 | Housing regeneration | Identifies the priority estates and sets out the principles guiding their regeneration. | Our Future City Central Area Framework |
| HN10 | TP34 | Gypsies, travellers and travelling show people | Allocates site(s) to meet the identified need sets out criteria for other proposals. | Gypsy and Traveller Accommodation Assessment |

| New policy | Replacing BDP policy | Topic | Policy summary | Implementation documents and Initiatives (where relevant) |
|------------|----------------------|---|---|---|
| HN11 | TP36 | Education Facilities | Supports development of new/ expanded education facilities in accordance with the criteria | |
| HN12 | New (TP37) | Healthy Neighbourhoods | New policy requiring Health Impact Assessments and promotion of liveable neighbourhoods | Birmingham Design Guide; Our Future City Central Area Framework |
| CE1 | TP1, TP2 | Climate change Principles | Key principles for mitigating and adapting to climate change | |
| CE2 | TP3 | Sustainable design and construction | Requires new build residential development to achieve net zero carbon and submit an Energy Statement. Requires major non-residential development to achieve BREEAM Excellent. Requires all dwellings including conversions and COU to achieve water consumption of no more than 110 litres/person/day. Requires rainwater harvesting for all residential development where technically feasible. Requires all development to minimise use of material and creation of waste and promote opportunities for a circular economy. | |
| CE3 | New | Whole Life Cycle Carbon | Sets new policy on embodied carbon | |
| CE4 | TP4 | Retrofitting Existing Buildings | Confirms the Council's approach to retrofitting existing buildings with renewables and energy efficiency measures. | |
| CE5 | TP4 | Renewable energy networks and shared energy schemes | Promotes decentralised renewable and low carbon energy networks by requiring connection where feasible. | |
| CE6 | New | Reducing Operational Emissions | | |
| CE7 | TP6 | Flood risk management and water quality | Ensures development proposals reduce flood risk including the use of SuDs. | Sustainable Management of Urban Rivers and Floodplains SPD |
| CE8 | TP13 | Sustainable resource management | Ensures there is sufficient waste management capacity to meet the city's identified waste needs. Promotes reducing waste, increasing re-use and recycling. | |
| CE9 | TP7 | Green infrastructure and nature recovery | Protects and enhances the integrity, multi-functionality, quality and connectivity of the strategic GI network. Ensures that development gives regard to Local Nature Recovery Strategies as required by the Environment Act. | City of Nature Plan; Our Future City Central Area Framework |
| CE10 | TP8 | Biodiversity and Geodiversity | Protects and enhances nationally and locally important wildlife habitats and species as well as seeking to protect a range of natural features which are | City of Nature Plan |

| New policy | Replacing BDP policy | Topic | Policy summary | Implementation documents and Initiatives (where relevant) |
|------------|----------------------|---------------------------------------|---|---|
| | | | valuable for wildlife, amenity, historic, recreational or visual reasons and act as routes for wildlife migration. | |
| CE11 | New | Biodiversity Net Gain | Sets out policy on BNG. | City of Nature Plan |
| CE12 | New | Urban Greening Factor | Requires planning applications for major development to achieve a minimum urban greening factor score. Different targets for residential and commercial. | City of Nature Plan |
| CE13 | TP9 | Open space | Protects existing open space unless it meets the policy criteria e.g. surplus etc. Sets provision standards for new open space for residential developments. | |
| CE14 | TP9, TP11 | Playing pitches and sports facilities | Prevents the loss of sports facilities and playing pitches unless demonstrated to be surplus or alternative provision is provided. Provides policy of new or replacement sports and recreational facilities. Requires development which generates need for playing pitches and sports facilities to be provided | |
| CE15 | TP10 | Green belt | Protects Green belt in accordance with the NPPF. | |
| CE16 | TP12 | Historic environment | Conserves and enhances the historic environment and heritage assets. | |
| CE17 | New | The canal network | Safeguards and enhances the canal network for tourism, ecology, leisure, recreation and cultural value. | City Centre Canal Corridor Framework; Our Future City Central Area Framework |
| CE18 | TP16 | Minerals | Although there are no active mineral workings in the city, policy is required to investigate and extract any potential viable minerals and safeguard infrastructure. | |
| EC1 | TP17 | Industrial land provision | Ensures adequate supply of employment land is maintained throughout the plan period. | Loss of Industrial Land to Alternative Uses SPD; Our Future City Central Area Framework |
| EC2 | TP18 | Core Industrial areas | Protects established industrial areas and focuses activity within these. | Loss of Industrial Land to Alternative Uses SPD |
| EC3 | TP20 | Protection of other industrial land | Protects other industrial land outside of the CIA from development to alternative uses unless it meets policy criteria. | Loss of Industrial Land to Alternative Uses SPD |
| EC4 | TP21 | Urban centres | Sets out the centre hierarchy, the sequential and impact tests, approach to local shops, parades. | Urban Centres Framework; Our Future City Central Area Framework |
| EC5 | New | Evening and night-time economy | Protects public houses, night clubs, live music venues etc unless criteria are met. Identifies principal NTE destinations in Birmingham as the | Our Future City Central Area Framework |

| New policy | Replacing BDP policy | Topic | Policy summary | Implementation documents and Initiatives (where relevant) |
|------------|----------------------|---------------------------------|---|---|
| | | | sequentially preferred locations for high capacity NTE venues. Supports NTE in other centres subject to being appropriate scale and role and character of the centre. | |
| EC6 | TP25 | Tourism and cultural facilities | Promote and safeguard leisure, recreation, art and cultural facilities. Cross reference to NTE policy. Ensures any high volumes of visitors is appropriately managed. Policy on hotels and visitor accommodation. | Our Future City Central Area Framework |
| EC7 | TP26 | Social Value | Seeks to ensure new development provides employment and training opportunities to local people. | Our Future City Central Area Framework |
| CY1 | TP38 | Sustainable transport | Promotes sustainable travel to achieve modal shift, ensure sustainability is embedded into local, design and planning of new development | Our Future City Central Area Framework |
| CY2 | TP39 | Active Travel | Promote and enhance walking and cycling | |
| CY3 | TP31 | Public transport | Promote and enhance bus and rail travel including, interchanges/ hubs, safeguarding of land for planned schemes | |
| CY4 | TP42 | Freight | Ensure the efficient movement of freight by sustainable modes. | |
| CY5 | TP44 | Network management | Sets the principles to guide traffic management schemes. | |
| CY6 | TP46 | Digital connectivity | Require new development to provide gigabit capable connectivity installing full fibre connectivity | |
| IM1 | TP47 | Developer contributions and CIL | Sets out the Council's approach to securing Developer Contributions and CIL | |
| IM2 | TP48 | Monitoring and Review | Outlines the approach to Monitoring and the Authority's Monitoring Report | Authority's Monitoring Report |



Delivering a better world

Birmingham Local Plan

Interim Sustainability Appraisal Report (Preferred Options)

Birmingham City Council

April 2024

Quality information

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1. Introduction

- 1.1 The emerging Birmingham Local Plan (BLP) will shape how the city will develop over the next 20 years. It will set out the spatial strategy and planning framework to be used to guide development in the city up to 2042.
- 1.2 Once adopted (c. 2026) the BLP will replace the existing Birmingham Development Plan (2017), Aston, Newtown, Lozells Area Action Plan (2012) and Longbridge Area Action Plan (2009).
- 1.3 A Preferred Options Document has been prepared at this stage, which sets out the Council's preferred development strategy, draft policies and site allocations, taking into account the evidence and views gathered to date.
- 1.4 A sustainability appraisal (SA) is being undertaken alongside the Local Plan review, which is a legal requirement. The aim of SA is to assess the effects of a Plan (and reasonable alternatives) with a view to identifying significant effects and identifying ways to minimise negative effects and maximise the positives.
- 1.5 This report describes and presents the findings from the SA process, which has included several interim steps including 'scoping', the appraisal of 'issues and options' and the appraisal of the preferred options version of the plan.
- 1.6 The structure of the SA report is as follows:
 1. Introduction
 2. Scoping Stage
 3. Establishing Options – Issues and Options Stage
 4. Methods: Issues and Options Appraisal
 5. Appraisal Findings: Housing options
 6. Appraisal Findings: Employment Options
 7. Appraisal of proposed policy changes
 8. Recommendations at issues and options stage
 9. Appraisal of the preferred options Plan
 10. Next Steps

2. Scoping stage

Introduction

- 2.1 The aim here is to summarise the scope of the SA, i.e. the sustainability themes and objectives that should be a focus of the SA. Full details of the process and outputs can be found in the SA Scoping Report ([Website link to Sustainability Appraisal Scoping Report](#)).

Consultation

- 2.2 The SEA Regulations require that “when deciding on the scope and level of detail of the information that must be included in the report, the responsible authority shall consult the consultation bodies”. In England, the consultation bodies are the Environment Agency, Historic England, and Natural England. These authorities were specifically invited to comment on the scoping report in August 2022, as well as making the report available to review on the Birmingham City Council Website and notifying stakeholders on the Council’s consultation database. Responses received were taken into account and updates presented in an updated version of the report.

Key sustainability issues

- 2.3 Scoping is an iterative process, and so the scope of the SA has been updated as appropriate as the Plan progressed. The following key sustainability issues are those that were identified through the scoping process in 2021/22 and have informed the development of a sustainability appraisal framework. The key issues are identified through consideration of the policy context and baseline information for a range of sustainability topics.

Population

- Birmingham has a higher proportion of young population than the national average, with higher proportion of Pakistani/Bangladeshi community in the city. The population of the city is set to increase and in line with national trends it is expected that ageing population groups will also increase.
- A growing population has the potential to place additional strain on the transport network adding to congestion, air pollution, road safety concerns and carbon emissions. To mitigate this, a significant reduction in private car usage and the overall need to travel is required.
- The Index of Multiple Deprivation has remained unchanged since 2013. Birmingham is the 7th most deprived authority in England in 2019. The city has the highest percentage of people living in most deprived areas.

Housing

- The rate of homelessness in the city has risen sharply.
- Home ownership is lower in the city than the national and regional average.
- Affordability within the city is still a significant problem, especially for the young population.

- Provision of 3- and 4-bedroom accommodation is decreasing in the city. This may lead to shortages in the availability of quality homes for people with families. The city has high proportion of Pakistani/Bangladeshi communities who tend to live in large extended families.
- There is a limited amount of affordable (rented / part-owned) homes in the city including those provided by the Council.
- There is lack of council housing in the city especially family homes.
- The average house price in the city has been steadily increasing.

Education

- The early years, KS1, KS2 and KS4 attainment is below the national average whereas attainment is better for the 16-18 age group.
- The city has a lower percentage of working age residents with higher level qualifies to NVQ3 and NVQ4 than both the regional and national average and has a higher share of residents who have no qualifications.
- 12.9% of Birmingham's working-age population has no formal qualifications compared to 7.5% nationally.
- An increase in housing development could place pressure on the existing schools in terms of school places.
- High house prices could lead to shortage of lower paid and key workers (i.e. teachers, nurses etc.) living in the area.

Health and wellbeing

- Life expectancy in the city is lower than the national average.
- Infant mortality rate is significantly higher than the national average.
- Hospital admissions for over 65's relating to mental health have increased by 25% since 2013.
- Fuel poverty is significantly higher than the national average.
- Obesity and physical inactivity is an issue for the city.
- High levels of deprivation are linked to reduced travel opportunities and therefore access to amenities and employment and skills opportunities. Increased opportunities for safe active travel can have significant health and wellbeing benefits.

Water and water quality

- The quality of rivers and waterways in Birmingham is generally moderate, and none of the rivers meet good ecological status.
- In terms of water consumption, the rate is similar to the national average.
- An increase in development will place extra pressure on water resources.
- Development proposals can lead to an increase in impermeable surfaces that will not only exacerbate flood risk from surface water run off but also result in the conveyance of pollutants to watercourses – both of which can have impacts on water quality.
- Climate change will impact water resources in terms of water supply as well as water quality i.e. hotter drier summers increasing demand for water supply; less frequent rainfall.

Renewable energy and energy efficiency

- There is a need to increase renewable energy provision in the city.
- Development will need to incorporate sustainable construction, energy efficiency and renewable energy, including reducing CO₂ emissions to achieve zero carbon standards.

Climate change

- There is a need to balance housing and economic growth with reduced carbon emissions as climate change is a significant issue facing the city.
- The need to ensure that development is designed and delivered in ways that mitigates the effects of climate change, but which also allow for adaptation to climate change.
- There needs to be adaptation measures put in place to ensure developments of the future are able to adapt to climate change

Waste

- Recycling rates for the city are significantly lower than the national figure.
- An increase in development will lead to an increase in construction waste and the need for this to be disposed of properly.
- Increased development will lead to an increase in household waste generation.

Air quality

- Air pollution is a significant issue in the city as the whole City is designated as an Air Quality Management Area (AQMA); the main source pollutant being nitrogen dioxide as a result of pollution from vehicle emissions. There is a strong correlation between traffic congestion and poor air quality.
- To prevent further deterioration to air quality the population will need to transform the way they travel and move away from fossil fuels.
- Development has the potential to lead to the deterioration in air quality due to increased traffic movements, unless a modal shift away from car use to sustainable transport measures is achieved.
- The city suffers from the lack of a comprehensive electric vehicle charging network.

Soil quality

- There is very little high-quality soil due to the built-up nature of Birmingham.

Efficient use of land

- Good use is being made of previously developed land as a very high proportion of new housing and office development has and is taking place on previously developed land.

Noise

- Noise pollution is an issue in some parts of the city. Birmingham airport and traffic are the main source of noise in the city. This trend is considered likely to continue.

Green Infrastructure, biodiversity and geodiversity

- Development could put pressure on the existing sites of ecological and biodiversity importance.
- Climate change issues along with extreme climate events could lead to destruction of sites of biodiversity/geodiversity importance.
- Biodiversity is linked to issues related to air quality, soil quality, water quality, natural landscape, health.
- Geodiversity is linked to issues related to water quality, soil quality and natural landscape.

Built and Historic Environment

- Short-term visions for the development and demand for new housing and other needs could result in inappropriate development and demolition, which could affect the character of historic areas/buildings within the city.
- New development can have an impact on the historic setting and character of the area. However good design has the potential to enhance and improve local character and setting.

Employment and Skills level

- The claimant unemployment rate is higher than any other core city and higher than the national average.
- Unemployment figures are slightly higher than national average.
- The GDP per head is well below the national average.

Culture sport and recreation

- Birmingham is internationally recognised for sports and exhibitions.
- The Commonwealth Games 2022 has strengthened the city's position in terms of sport and recreation.
- Culture/Sport/Recreation is linked to issues related to health, poverty, community involvement, biodiversity, natural landscape, sense of place and efficient use of land.

Crime and safety

- Birmingham City has higher rates of crime compared to the other major city's in the West Midlands.
- The overall crime rate in Birmingham in 2020 was 103 crimes per 1,000 people. This compares poorly to the West Midlands's overall crime rate, coming in 11% higher than the West Midlands rate of 91 per 1,000 residents.
- Crime is linked to issues related to poverty, equality, learning and skills and housing.

Transport

- Transport currently accounts for around a third of CO₂ emissions in Birmingham, over 95% of which is from road transport.
- There are clear areas of Air Pollution exceedance in the city which brings related health and environmental impacts.
- Increased trip generation as a result of population growth must be accommodated in a sustainable and equitable way. The transport network must also attract and support economic growth and access to employment, supporting local, regional, national and international investment.
- A very small proportion of people who work and live in the city work from home and therefore avoid travelling to work. There is little evidence of people being actively encouraged to work from home.
- More emphasis needs to be placed on smarter travel, discouraging unnecessary journeys and encouraging people to use public transport. Reducing the need to travel is linked to issues related to sustainable transport, air quality, health, climate change mitigation and adaptation and noise.
- Connectivity must support efficient urban/housing development and density. Reducing reliance on cars will also serve to reduce the demand for car parking, releasing land for more productive use, for example new homes, new employment sites and green spaces.
- Congestion impacts must be reduced with the annual cost of congestion to Birmingham's economy currently standing at £632 million. Road and rail infrastructure is already at or near capacity therefore a drastic reduction in private car usage and a reduced need to travel are essential.
- Significant transport challenges and opportunities are presented by major projects and events such as HS2. A strategic approach to transport and development planning will maximise the positive outcomes from these.
- The delivery of goods and services must be approached in a more sustainable way, reducing goods mileage and supporting lower impact last mile delivery options. Development and infrastructure investment must support changing freight and logistics demands.
- Challenges and opportunities have been presented by the impacts of Covid19 on travel behaviours and choices including reduction in public transport usage.

SA Framework

- 2.4 Table 2.1 presents a list of objectives, supporting criteria and potential monitoring indicators that form the backbone of the SA scope. Together they comprise a 'framework' under which to undertake assessment.
- 2.5 The objectives are grouped by SA Topics and supported by a range of guiding questions. The intention of the SA is not to answer every single guiding question, rather these are to help prompt and guide the appraisals. A range of supporting monitoring indicators have been proposed at this stage, but these will need to be revisited throughout the SA process to ensure that they reflect any significant effects that are identified.

Table 2.1 The SA Framework

| SA Topics | SA Objectives | Guide questions | Potential monitoring indicators |
|---|---|---|--|
| 1. Housing | 1a) To meet housing needs of the current and future resident and by providing decent affordable homes of right quality and type. | Will it reduce homelessness? Will it provide a mix of good quality housing, including affordable homes? | Number of people recorded as homeless. Net additional dwellings. Housing mix (types, size, tenure) Net additional pitches Number of extra care homes |
| 2. Equality, diversity and community development | 2a) To promote safer communities and reduce the fear of crime and antisocial behaviour. | Will it reduce the fear of crime in all age and cultural groups? Will it reduce antisocial behaviour amongst the population? Will it promote design that discourages crime? | Community safety crime rates in the city Serious acquisitive crime rate. Reducing arson incidents. Serious violent crime rate. The number of gun crimes committed in Birmingham. |
| | 2b) To reduce Index of Multiple Deprivation (IMD) to address poverty and help improve access to facilities and services for disadvantaged individuals and communities | Will it reduce deprivation and improve access to services and facilities? | Reduction in IMD score at ward and super output area level. |
| | 2c) Ensure easy and equitable access to services, facilities and opportunities. | Will it improve access to services and facilities? Will it maintain and improve access to key services and facilities for all sectors of the population? Does it promote accessibility for disabled people? | |
| | 2d) Support, empower and connect communities to create a healthier and just society. | Will it help to create a better healthier and just society? Will it empower and connect communities? | Number of schemes with adequate infrastructure to improve social inclusion and connectivity. Number of developments/schemes taking account of health as a material asset |

| SA Topics | SA Objectives | Guide questions | Potential monitoring indicators |
|-------------------------------|---|---|--|
| 3.Health and wellbeing | 3a) To improve the health of the population and reduce health inequalities. | <p>Will it improve access to health facilities and social care facilities?</p> <p>Does it help provide equitable access to health services?</p> <p>Will it encourage healthy lifestyles?</p> <p>Will it support the diverse range of health needs within the community?</p> <p>Will it contribute to a healthy living environment? (noise, odour etc?)</p> <p>Will it avoid locating development in locations that could adversely affect people's health?</p> <p>Will it improve accessibility for people with disabilities?</p> <p>Will it provide sufficient areas of accessible green multifunctional spaces?</p> <p>Will it provide opportunities for contact with nature?</p> | <p>Condition of resident's general health(ONS/Local datasets)</p> <p>Change in the amount of Accessible Natural Greenspace (Natural England)</p> <p>Decent homes – council housing and RSLs.</p> <p>Percentage of the city's population having access to a natural greenspace within 400 metres of their home</p> <p>Hectares of accessible open space per 1,000 population in each ward</p> <p>Tree canopy cover in each ward (the threshold is 25%)</p> <p>Gap between the areas with the worst health and deprivation indicators and the population as a whole.</p> <p>Number of planning applications meeting ANGSt</p> <p>Number of people using parks & greenspaces after improvements</p> |
| | 3b) To improve access and availability of sports and recreation facilities. | <p>Will it improve accessibility and availability of sports and recreation facilities?</p> | <p>Number of new sports pitches or other leisure facilities delivered annually through development.</p> |
| | 3c). To improve access and availability to open spaces. | <p>Will it improve access and availability of open spaces?</p> <p>Will it improve access and wayfinding to the local canals?</p> | <p>Percentage of the city's population having access to a natural greenspace within 400 metres of their home</p> <p>Length of greenways constructed.</p> <p>Hectares of accessible open space per 1,000 population</p> |

| SA Topics | SA Objectives | Guide questions | Potential monitoring indicators |
|----------------------------------|--|---|--|
| 4. Waste and resource use | 4a) Encourage and enable waste minimisation, reuse, recycling and recovery. | <p>Will it reduce household waste generated/ head of population?</p> <p>Will it reduce commercial and industrial waste generated/ head of population?</p> <p>Will it increase rate/head of population of waste reuse and recycling?</p> <p>Does it divert resources away from the waste stream, including the use of recycled materials where possible?</p> | <p>Capacity of new waste management facilities by type (AMR).</p> <p>Percentage of household waste sent for reuse, recycling or composting.</p> <p>Municipal waste sent to landfill</p> <p>Residual waste per household.</p> |
| | 4b) To ensure efficient use of natural resources such as water and minerals. | Will it improve use of natural resources like water and minerals? | Usage of water and minerals |
| 5. Economy and employment | 5a). Achieve a strong, stable and sustainable economy and prosperity for the benefit of all of Birmingham's inhabitants. | <p>Does it encourage and support a culture of enterprise and innovation, including social enterprise?</p> <p>Will it improve business development and enhance competitiveness?</p> | <p>Amount of land developed for employment by type (AMR).</p> <p>Employment land supply by type (AMR)</p> <p>Vacancy rates</p> <p>Loss of employment land to other uses (AMR).</p> <p>Working age people claiming out of work benefits in the worst performing neighbourhoods.</p> <p>Percentage of small businesses in an area showing employment growth</p> <p>Estimated new job creation.</p> <p>Working age population qualified to at least Level 2 or higher.</p> <p>Working age population qualified to at least Level 4 or higher.</p> <p>Achievement of 5 or more 9-4 grades at GCSE or equivalent including English and Maths.</p> <p>Children in care achieving 5, 9-4 GCSEs (or equivalent) at Key Stage 4 (including English and Maths).</p> <p>Number of business paying business rates</p> <p>Number of vacant units in town centres.</p> |
| | 5b) To achieve sustainable levels of prosperity and growth throughout the city. | <p>Will it promote growth in key sectors?</p> <p>Will it reduce unemployment, especially amongst disadvantaged groups?</p> | |
| | 5c) To improve educational skills of the overall population | Will it improve the resilience of business and the economy? | |
| | 5d) To maintain and enhance the vitality and viability of town and retail centres | <p>Will it improve economic performance in disadvantaged areas?</p> <p>Will it improve qualifications and skills of young people and adults?</p> <p>Does it ensure that Birmingham's workforce is equipped with the skills to access high quality employment opportunities suited to the changing needs of</p> | |

| SA Topics | SA Objectives | Guide questions | Potential monitoring indicators |
|-----------------------|--|---|---|
| | | <p>Birmingham's economy whilst recognising the value and contribution of unpaid work?</p> <p>Will it encourage indigenous business?</p> <p>Will it encourage inward investment?</p> <p>Will it make land available for business development?</p> <p>Will it increase the range of employment opportunities, shops and services available in town centres?</p> <p>Will it decrease the number of vacant units in town centres?</p> | <p>Increased levels of investment.</p> <p>Increased levels of spend.</p> <p>Enhanced retail facilities.</p> |
| 7. Air quality | 7a). Minimise air pollution levels and create good quality air. | <p>Will it improve air quality?</p> <p>Will it avoid exacerbating existing air quality issues in designated AQMAs?</p> <p>Will it reduce CO₂ emissions?</p> <p>Will it contribute to a healthy environment?</p> | <p>Estimated CO₂ emissions in the city.</p> <p>Nitrogen dioxide levels.</p> <p>Number of publicly available long stay parking spaces in the City Centre.</p> |
| | 7b) Increase use of public transport, cycling and walking as a proportion of total travel and ensure development is primarily focused in the major urban areas, making efficient use of existing physical transport infrastructure | <p>Does it reduce road traffic congestion, pollution and accidents?</p> <p>Will it encourage walking and cycling?</p> <p>Does it help to reduce travel by private car?</p> <p>Will it improve access to or encourage the use of the canal network for sustainable travel?</p> | <p>Net additional dwellings in the City Centre (AMR).</p> <p>Percentage of new residential development within 30 mins public transport time of a GP, hospital, primary and secondary school, employment and a major shopping centre (AMR).</p> <p>Percentage of trips by public transport into Birmingham City Centre (AMR).</p> <p>Percentage of completed retail, office and leisure development in town centres (AMR).</p> <p>Number of people killed or seriously injured in road accidents in Birmingham.</p> <p>Number of children killed or seriously injured in road accidents in Birmingham.</p> |

| SA Topics | SA Objectives | Guide questions | Potential monitoring indicators |
|-------------------------|---|--|--|
| 8. Water quality | 8a) Minimise water pollution levels and create good quality water. | <p>Will it improve water quality?</p> <p>Will it support the achievement of Water Framework Directive Targets?</p> <p>Will it promote sustainable use of water?</p> <p>Will it support the provision of sufficient water supply and treatment infrastructure in a timely manner to support new development?</p> <p>Will it improve water quality on the canal network?</p> | <p>Number of planning permissions granted contrary to the advice of the Environment Agency on either flood defence grounds or water quality (AMR).</p> <p>Biological quality of rivers (Working with the Grain of Nature).</p> <p>Percentage of water bodies classified as being of 'good ecological status'.</p> <p>Creation and retrofitting of SUDs in the city.</p> <p>Creation and retrofitting of SUDs in the city</p> |
| 9. Land and soil | 9a) Minimise soil pollution levels and create good quality soil. | <p>Will it maintain and enhance soil quality?</p> <p>Will it encourage the efficient use of land?</p> <p>Will it minimise the loss of soils to development?</p> <p>Will it encourage the use of previously developed land and/or the reuse of existing buildings?</p> <p>Will it prevent land contamination and facilitate remediation of contaminated sites?</p> | <p>Area of contaminated land.</p> <p>Percentage of development recorded on greenfield / brownfield land.</p> |
| | 9b) Encourage land use and development that creates and sustain well-designed, high quality distinctive and sustainable places. | <p>Will it encourage development of well-designed and sustainable places?</p> <p>Will it improve sustainable use of previously developed land?</p> | <p>Number of well-designed places</p> <p>% of permissions granted on previously developed land as a % of previously developed land available within the city.</p> |

| SA Topics | SA Objectives | Guide questions | Potential monitoring indicators |
|--|---|---|---|
| | 9c) Encourage the efficient use of previously developed land and buildings and encourage efficient use of land. | <p>Will it encourage the efficient use of land and minimise the loss of greenfield land?</p> <p>Will it value and protect the biodiversity/geodiversity (of previously developed land and buildings)?</p> | Percentage of employment land, by type which is on previously developed land (AMR). |
| <p>10. Achieving zero carbon living</p> | <p>10a) Minimise Birmingham's contribution to the cause of climate change by reducing emissions of greenhouse gases from transport, domestic commercial and industrial sources.</p> | <p>Will it contribute to Council's decarbonisation agenda?</p> <p>Will it reduce emissions of greenhouse gases by reducing energy consumption?</p> <p>Will it increase the proportion of energy needs being met by renewable sources?</p> | <p>Carbon dioxide emissions and Greenhouse gas emissions.</p> <p>Number of buildings meeting Code for Sustainable homes/BREEAM Standards</p> <p>Reduction in the amount of emissions associated with transport.</p> |
| | 10b) Promote and ensure high standards of sustainable resource efficient design, construction and maintenance of buildings | <p>Has the installation of water source heat pumps using water from the canal been considered?"</p> <p>Does it help reduce dependence on fossil fuels?</p> | |
| | 10c) Urgently and drastically reduce carbon emissions from transport to contribute to the Council's decarbonisation commitment. | <p>Will it increase the number of buildings which meet recognised standards for sustainability?</p> <p>Will it reduce the emissions associated with transport?</p> <p>Will it reduce the need for unnecessary carbon costs maintenance? e.g., reduce mowing of amenity grassland via creation of pollinator areas flowering perennials & scrub.</p> <p>Will it reduce reliance on carbon hungry materials e.g. bedding plants in parks?</p> | |

| SA Topics | SA Objectives | Guide questions | Potential monitoring indicators |
|---------------------------------|---|---|---|
| 11. Flooding | 11a) To reduce vulnerability to climatic events and flooding. | <p>Will it minimise the risk of flooding from rivers and watercourses to people and property?</p> <p>Will it reduce the risk of damage to property from storm events?</p> <p>Will it help reduce surface water flooding?</p> <p>Will it safeguard land for future flood defences?</p> <p>Will development allow sufficient easement (8-20m) from the top of the bank of a watercourse / river?</p> <p>Will area flood more often or to a greater depth due to climate change ?</p> | <p>Estimated number of properties at risk from flooding</p> <p>Number of schemes incorporating nature based SUDs mechanisms.</p> <p>Number of planning permissions granted contrary to the advice of the Environment Agency on either flood defence grounds or water quality</p> <p>Land available for future flood defences</p> |
| 12. Historic environment | 12a) Value, conserve, enhance and restore Birmingham's built and historic and archaeological environment and landscape. | <p>Will it conserve and enhance buildings, monuments, sites, places, areas and landscapes of heritage interest or cultural value (including their setting) meriting consideration in planning decisions?</p> <p>Will it conserve and enhance features of built and historic environment and landscape?</p> <p>Will it conserve and enhance sites, features and areas or archaeological value?</p> <p>Will it safeguard and enhance the character of the local landscape and local distinctiveness?</p> <p>Will it provide opportunities to enhance the historic environment?</p> <p>Will it safeguard and enhance the character of the city's historic canal network?</p> | <p>Number of heritage assets recorded as 'at risk'</p> <p>Number of Conservation Areas with an up to date character appraisal and a published Management Plan.</p> <p>Number of Grade II Buildings considered to be buildings at risk.</p> <p>Number of buildings of historic or architectural interest brought back into active use.</p> <p>Number, or % or area of historic buildings, sites and areas and their settings (both designated and non-designated) damaged.</p> <p>Loss of historic landscape features, erosion of character and distinctiveness (HLC).</p> <p>Extent and use of detailed characterization studies informing development proposals (HLC).</p> |

| SA Topics | SA Objectives | Guide questions | Potential monitoring indicators |
|---|--|---|--|
| | | | <p>The proportion of housing completions on sites of 10 or more which have been supported, at the planning application stage by an appropriate and effective landscape character and visual assessments with appropriate landscape proposals.</p> |
| <p>13. Natural landscape</p> | <p>13a) Value, protect, enhance, and restore Birmingham's natural landscape.</p> | <p>Will it safeguard and enhance the character of the local landscape and local distinctiveness?</p> <p>Will it improve the landscape quality and character of the countryside?</p> <p>Will it reduce the amount of derelict, degraded and underused land?</p> | <p>Number of planning applications accompanied by a landscape appraisal.</p> <p>Development brought forward through regeneration projects.</p> |
| <p>14. Biodiversity and geodiversity</p> | <p>14a) To conserve and enhance biodiversity and geodiversity.</p> | <p>Will it conserve and enhance natural/semi natural habitats and conserve and enhance species diversity?</p> <p>Will it maintain and enhance European designated nature conservation sites?</p> <p>Will it maintain and enhance nationally designated nature conservation sites?</p> <p>Will it maintain and enhance locally designated nature conservation sites?</p> <p>Will it help deliver the targets and actions in the Biodiversity Action Plan?</p> <p>Will it help to reverse the national decline in at risk species?</p> <p>Will it protect and enhance sites, features, and areas of geological value in both urban and rural areas?</p> | <p>Change in the number and area of designated ecological sites.</p> <p>Impact on the Local Nature Recovery Network</p> <p>Recorded condition/status of designated ecological sites.</p> <p>Number of planning approvals that generated any adverse impacts on sites of acknowledged biodiversity importance.</p> <p>Percentage of major developments generating overall biodiversity enhancement</p> <p>Hectares of biodiversity habitat delivered through strategic site allocations</p> |

| SA Topics | SA Objectives | Guide questions | Potential monitoring indicators |
|---|--|---|---|
| | | <p>Will it lead to the creation of new habitat?</p> <p>Does it ensure current ecological networks are not compromised, and future improvements are not prejudiced?</p> <p>Does it encourage and facilitate the creation of new ecological networks?</p> <p>Does it encourage multi-functional use of green blue corridors e.g. SUDs, sustainable transport?</p> | |
| <p>15. Accessibility and transport</p> | <p>15a) Increase use of public transport, cycling and walking as a proportion of total travel and ensure development is primarily focused in the major urban areas, making efficient use of existing physical transport infrastructure</p> | <p>Does it reduce road traffic congestion, pollution, and accidents?</p> <p>Will it encourage walking and cycling?</p> <p>Does it help to reduce travel by private car?</p> <p>Does it promote accessibility for disabled people?</p> <p>Will it improve access to or encourage the use of the canal network for a sustainable travel?</p> | <p>Net additional dwellings in the City Centre (AMR).</p> <p>Percentage of new residential development within 30 mins public transport time of a GP, hospital, primary and secondary school, employment and a major shopping centre (AMR).</p> <p>Percentage of trips by public transport into Birmingham City Centre (AMR).</p> <p>Percentage of completed retail, office and leisure development in town centres (AMR).</p> <p>Number of people killed or seriously injured in road accidents in Birmingham.</p> <p>Number of children killed or seriously injured in road accidents in Birmingham.</p> |
| | <p>15b) Ensure development reduces the need to travel and reduce the negative impacts of transport on the environment</p> | <p>Will it reduce traffic volumes?</p> <p>Will it reduce average journey length?</p> <p>Will it reduce the negative impact of transport?</p> | <p>Increase in road traffic.</p> <p>Workplace Travel Plans.</p> <p>Number of people working from home.</p> <p>Reduction in number of journeys</p> |

| SA Topics | SA Objectives | Guide questions | Potential monitoring indicators |
|-----------|--|---|---|
| | 15c). Urgently and drastically reduce carbon emissions from transport to contribute to the Council's decarbonisation commitment. | <p>Will it reduce the emissions associated with transport?</p> <p>Will it contribute to Council's decarbonisation agenda?</p> | Reduction in the amount of emissions associated with transport. |

3. Establishing options: Issues and Options Stage

Introduction

- 3.1 The 'Issues and Options' document set out the vision and objectives for Birmingham, explored the level of housing and employment growth and identified initial / high level options for the distribution of growth. It also considered potential policy approaches including changes to currently adopted BDP policies. These are summarised below.

Housing growth options

- 3.2 Five options were considered for the distribution of housing growth which can be summarised as follows:
- 3.3 **Option 1 Increase housing densities:** this option seeks to maximise housing densities (dwellings per hectare of land) on sites allocated for residential development within the City Centre. The adopted BDP (policy TP30) specifies densities ranging from 40 to 100 dwellings per hectare (dph) depending on locations with the highest density (100 dph) proposed for City Centre sites, 50 dph in areas well served by public transport and 40 dph elsewhere. Having analysed the densities of sites recently granted planning permission and completed development schemes, the Council found that it is reasonable to revise densities as follows:
- 40 dph in suburban locations
 - 70 dph in and around urban centres¹
 - 400 dph within and around the city centre².
- 3.4 **Option 2 More active public sector land assembly:** this involves acquiring parcels of land from multiple landowners (including through compulsory purchase) and assembling them to produce larger sites which deliver more housing and provide wider regeneration benefits. There are few of these opportunities within the city, but the approach could also be applied to smaller schemes which would typically result in higher densities.
- 3.5 **Option 3: Further comprehensive housing regeneration:** there have been several regeneration schemes of existing estates to deliver better homes, and improving the attractiveness of neighbourhoods and providing enhanced community facilities and open space. This option involves identifying further housing regeneration areas to deliver similar improvements.
- 3.6 **Option 4: Utilise poor quality under-used open space for housing:** this involves developing open space that is currently of limited value or underutilised to provide new housing. In many parts of the city there is already a shortage of good quality open space, so opportunities to utilise open space for housing are limited. The Council also aspires to increase the amount of and quality of open space in the city.

¹ 'Around' centres is defined as within a 400 buffer from the boundary of an identified local centre.

² 'Around' City centre is defined as within a 400 buffer from the boundary of the City centre.

- 3.7 **Option 5: Utilise some employment land for housing:** involves repurposing poorer quality / underused employment land for housing development.
- 3.8 **Option 6: Release Green Belt land for housing:** involves releasing Green Belt land for housing development. The Green Belt currently covers around 15% of the city's area. The majority is in the north of the city with smaller areas where the city boundary meets Sandwell to the west and Bromsgrove to the south. There are also a number of 'green wedges' along river valleys, such as the Cole Valley and Woodgate Valley. The only significant areas of Green Belt remaining are in the north east of Birmingham in Sutton Coldfield.
- 3.9 It is important to recognise that these options above are not 'mutually exclusive' and would not in themselves represent a spatial strategy for the Plan. Some of the options overlap with one another in terms of the locations that could be involved, and to meet identified housing needs, it is likely that a range of sources would need to be secured, rather than just one of these options.
- 3.10 The purpose of exploring and appraising options at this stage was not to compare them to one another (or say which is better or worse), but to identify what potential issues and opportunities each approach would generate, and then this could be fed into the development of a more detailed strategy (and reasonable alternatives), which is likely to contain elements of several of these initial options.

Employment options

- 3.11 The BLP will set out the amount of employment land required up to 2042. This is informed by the findings of the recent Housing and Employment Development Needs Assessment (HEDNA 2022) which identifies a need for 295.6 ha of employment land over the BLP period. However, the most recent assessment of available employment land supply (Housing Employment Land Availability Assessment 2022) (HELAA) estimates employment land supply capacity to be around 221.96 ha, leaving a shortfall of 73.64 ha which needs to be found through the BLP process. Therefore, the Issues and Options document considered the following broad options/ approaches to increase employment land supply:
- 3.12 **Option 1: To continue investigating and identifying further sources of land supply to address the shortfall:** the Council cites opportunities for future industrial development, identified (through the HEDNA and urban capacity work) within the Core Employment Areas (CEAs). Further potential opportunities have been identified but these are yet to be confirmed by the landowners concerned.
- 3.13 **Option 2: To accommodate the shortfall within other authorities in the wider Housing Market Area (HMA):** this is to be discussed by the concerned authorities to determine whether any employment land proposed in their forthcoming plans can meet some of Birmingham's need. For example, evidence for the Black Country Plan has identified 53 hectares of potential development land at the West Midlands Strategic Rail Freight Interchange in South Staffordshire that can cater for a share of Birmingham's B8 warehousing needs.
- 3.14 Similar to the housing options, the employment options are high level in nature, and not site specific. Therefore, the appraisals were undertaken in this context and were designed to inform the identification of a more detailed approach to employment (including detailed alternatives if they are reasonable).

4. Methods: Issues and Options Appraisal

Introduction

- 4.1 The appraisals were undertaken by assessing each option / proposed policy change against a framework of sustainability topics, objectives and guiding appraisal questions.
- 4.2 The framework for the SA was established at the Scoping Stage of the SA process and finalised following consultation with a range of stakeholders (including the statutory consultation bodies).
- 4.3 Table 4-1 below lists the headline topics and objectives (Appendix A replicates the full SA Framework as established in the scoping report).

Table 4-1 The SA Objectives

| SA Topic | SA Objectives |
|---|---|
| 1. Housing | 1a) To meet housing needs of the current and future resident and by providing decent affordable homes of right quality and type. |
| 2. Equality, diversity and community development | 2a) To promote safer communities and reduce the fear of crime and antisocial behaviour. |
| 2. Equality, diversity and community development | 2b) To reduce Index of Multiple Deprivation (IMD) to address poverty and help improve access to facilities and services for disadvantaged individuals and communities |
| 2. Equality, diversity and community development | 2c) Ensure easy and equitable access to services, facilities and opportunities. |
| 2. Equality, diversity and community development | 2d) Support, empower and connect communities to create a healthier and just society. |
| 3. Health and wellbeing | 3a) To improve the health of the population and reduce health inequalities. |
| 3. Health and wellbeing | 3b) To improve access and availability of sports and recreation facilities. |
| 3. Health and wellbeing | 3c). To improve access and availability to open spaces. |
| 4. Waste and resource use | 4a) Encourage and enable waste minimisation, reuse, recycling and recovery. |
| | 4b) To ensure efficient use of natural resources such as water and minerals. |
| 5. Economy and employment | 5a). Achieve a strong, stable and sustainable economy and prosperity for the benefit of all of Birmingham's inhabitants. |

| SA Topic | SA Objectives |
|---|--|
| 5. Economy and employment | 5b) To achieve sustainable levels of prosperity and growth throughout the city. |
| 5. Economy and employment | 5c) To improve educational skills of the overall population |
| 5. Economy and employment | 5d) To maintain and enhance the vitality and viability of town and retail centres |
| 7. Air quality | 7a). Minimise air pollution levels and create good quality air. |
| 7. Air quality | 7b) Increase use of public transport, cycling and walking as a proportion of total travel and ensure development is primarily focused in the major urban areas, making efficient use of existing physical transport infrastructure |
| 8. Water quality | 8a) Minimise water pollution levels and create good quality water. |
| 9. Land and soil | 9a) Minimise soil pollution levels and create good quality soil. |
| 9. Land and soil | 9b) Encourage land use and development that creates and sustain well-designed, high quality distinctive and sustainable places. |
| 9. Land and soil | 9c) Encourage the efficient use of previously developed land and buildings and encourage efficient use of land. |
| 10. Achieving zero carbon living | 10a) Minimise Birmingham's contribution to the cause of climate change by reducing emissions of greenhouse gases from transport, domestic commercial and industrial sources. |
| 10. Achieving zero carbon living | 10b) Promote and ensure high standards of sustainable resource efficient design, construction and maintenance of buildings |
| 10. Achieving zero carbon living | 10c) Urgently and drastically reduce carbon emissions from transport to contribute to the Council's decarbonisation commitment. |
| 11. Flooding | 11a) To reduce vulnerability to climatic events and flooding. |
| 12. Historic environment | 12a) Value, conserve, enhance and restore Birmingham's built and historic and archaeological environment and landscape. |
| 13. Natural landscape | 13a) Value, protect, enhance and restore Birmingham's natural landscape. |

| SA Topic | SA Objectives |
|--|--|
| 14. Biodiversity and geodiversity | 14a) To conserve and enhance biodiversity and geodiversity. |
| 15. Accessibility and transport | 15a) Increase use of public transport, cycling and walking as a proportion of total travel and ensure development is primarily focused in the major urban areas, making efficient use of existing physical transport infrastructure. |
| 15. Accessibility and transport | 15b) Ensure development reduces the need to travel and reduce the negative impacts of transport on the environment |
| 15. Accessibility and transport | 15c). Urgently and drastically reduce carbon emissions from transport to contribute to the Council's decarbonisation commitment. |

- 4.4 The aim of appraisals at this stage was to identify what the effects would be as a result of the plan proposals / options and how this compares to what might otherwise be expected to happen (i.e. the projected baseline).
- 4.5 At this stage the options / proposed policy changes were (necessarily) outlined in broad terms, with the intention of these becoming more refined as the LP process progressed.
- 4.6 Therefore, this interim appraisal considered the effects in broad terms to determine the 'potential effects' (rather than providing a detailed assessment of significance). When identifying potential effects, account was taken of a range of factors including: the magnitude of change, sensitivity of receptors, the likelihood of effects occurring, the length and permanence of effects and cumulative effects. The potential effects are classified as shown in Table 4.2 below.

Table 4-2 Scale used to record potential effects

| | |
|--|-----------|
| Potential to be significantly positive | ++ |
| Likely to be positive | + |
| Neutral | 0 |
| Likely to be negative | - |
| Potential to be significantly negative | -- |
| Uncertainty | ? |

5. Housing options: Summary of appraisal findings

- 5.1 Table 5.1 presents a visual summary of the options appraisal findings. Below is a summary of the effects for each of the Options. A more complete appraisal is presented in **Appendix B**.
- 5.2 It is important to point out that the options appraised are not mutually exclusive and it is likely that a combination of several or all options would be required in order to fulfil the housing growth required. As such this appraisal does not rate the options against each other but rather highlights the potential effects associated with each option.
- 5.3 **Option 1** (Increased housing densities) scores particularly well with likely significant positives for housing, economy and employment, and accessibility and transport as the approach would increase housing provision with less land take and increase growth in more sustainable, well-connected locations; improving accessibility services, employment and transport. Conversely, the option could potentially have significant negative effects on the historic environment due to the concentration of heritage assets in the City Centre and urban centres; making it harder to avoid impacts on the character of such locations.
- 5.4 **Option 2** (More active public sector land assembly) scores relatively well with respect to six of the SA topics as it would help improve housing land supply and address the housing shortfall including for affordable housing. No likely significant effects (either positive or negative) are predicted for this option but as with other options, there are some potentially negative effects on air quality, water quality, the historic environment and biodiversity due to the scale of growth urban areas. It is important to point out that effects are ultimately dependent on the locations, sizes and site-specific policies pertaining to the assembled sites and therefore there is a degree of uncertainty at this stage.
- 5.5 **Option 3** (Further comprehensive housing regeneration) has some mixed effects with respect to housing and equality, diversity and community development as the option is unlikely to result in a substantial net increase in dwellings and may have negative effects in the short term during the demolition and construction phases (which will reduce the housing stock including affordable housing and social rents in the interim). However, the regeneration approach is also likely to produce positive effects due to improved quality of housing, environment, open space and amenities.
- 5.6 Due to the overall scale of development required, negative effects are predicted for the air quality, water quality, achieving net zero living and the historic environment topics, but these are unlikely to be significant. The option is neutral with respect to the remaining topics. There is a large degree of uncertainty at this stage which would be resolved once the extent and locations of proposed regeneration sites are identified.
- 5.7 **Option 4** (Utilising poor quality under-used open space for housing) is positive with respect to housing as it would likely improve housing land supply with knock on positive effects on equality, economy and employment, land and soils (as growth is likely to reduce land take outside urban areas) and accessibility/transport (as sites are likely to be in more accessible locations).

- 5.8 However, mixed effects are likely on health and wellbeing; positive ones due to the enhanced housing provision (including affordable housing) and potentially negative implications due to the reduction of open space which is already underprovided in the City. Mixed effects are also predicted with respect to the natural landscape; negative effects due to the loss of amenity and change to the existing landscape/ townscape character with potential positive effects due to reduced encroachment on areas of high landscape sensitivity and the potential for improved provision of higher quality open/ green space.
- 5.9 **Option 5** (Utilise some Core Employment Area land for housing) is likely to have positive effects on housing as it will improve housing land supply with knock on positive effects on health and wellbeing due to the increased choice of housing, including affordable housing. The option could also result in negative effects on health and wellbeing due to the location of new housing within employment areas. These may not be well suited to residential use due pollution or noise associated with some industrial / commercial premises and the lack of comprehensive walking/ cycling infrastructure within the Core Employment Areas (CEAs). The option also has mixed effects with respect to employment and the economy with additional housing helping support economic growth (positive effects) but potential negative effects due to the loss of employment land. Positive effects are likely with respect to the landscape, and land and soil topics as the option would reduce development pressures on areas of higher landscape sensitivity and non-urban areas containing good quality agricultural land.
- 5.10 **Option 6** (Release Green Belt for housing) could potentially generate significant positive effects on housing due to the improved land supply and potential for larger scale developments such as SUEs with associated beneficial effects on health, wellbeing and the economy. However, this option is likely to have negative effects on land and soil and the natural landscape as it will lead to the loss of some high-quality agricultural land and change the character of areas of landscape sensitivity in the Green Belt areas. Some locations in the Green Belt are also not ideally located in terms of accessibility.

Table 5-1 Summary of findings: Housing Growth Options (Issues and Options Stage)

| SA Topic | Option 1 | Option 2 | Option 3 | Option 4 | Option 5 | Option 6 |
|---|-------------|-------------|-------------|-------------|-------------|-------------|
| Housing | Green | Light Green | Grey | Yellow | Light Green | Green |
| Equality, diversity and community development | Light Green | Light Green | Yellow | Light Green | Light Green | Grey |
| Health and wellbeing | Light Green | Light Green | Grey | Light Green | Light Green | Light Green |
| Waste and resource use | Light Green | Light Green | Grey | Grey | Grey | Grey |
| Economy and employment | Green | Grey | Grey | Light Green | Light Green | Light Green |
| Air quality | Yellow | Yellow | Yellow | Yellow | Yellow | Yellow |
| Water quality | Yellow | Yellow | Yellow | Yellow | Yellow | Yellow |
| Land and soil | Light Green | Light Green | Light Green | Light Green | Light Green | Red |
| Achieving zero carbon living | Yellow | Yellow | Yellow | Yellow | Yellow | Yellow |
| Flooding | Light Green | Grey | Grey | Yellow | Grey | Grey |
| Historic environment | Red | Yellow | Yellow | Yellow | Light Green | Yellow |
| Natural landscape | Light Green | Grey | Grey | Light Green | Light Green | Red |
| Biodiversity and geodiversity | Grey | Yellow | Grey | Yellow | Yellow | Yellow |
| Accessibility and transport | Green | Light Green | Grey | Light Green | Grey | Yellow |

6. Appraisal findings: Employment options

Summary of findings

- 6.1 Table 6.1 presents a visual summary of the options appraisal findings. Below is a summary of the effects for each of the two high level employment options identified at this stage. A more complete appraisal is presented in **Appendix C**.
- 6.2 There is considerable uncertainty involved in predicting the effects of the options at this level of detail. This is because effects could vary widely depending on the actual sites and locations that are involved. The appraisals at this stage should therefore be taken in this context, and as broad indications of the potential merits and drawbacks of each approach.
- 6.3 **Option 1** brings potential for the widest range of effects, which is to be expected given that it would involve additional land being identified for employment in Birmingham itself. However, the effects are mixed for many SA topics, as location will be important in determining whether effects are positive or negative. The most beneficial aspect of Option 1 is in terms of economy and employment, as it will deliver needs where they are arising, which is a potential significant positive effect. Provided that jobs are accessible to communities and well located, this ought to bring benefits in terms of health, equality and community development. Effects on environmental factors such as heritage, landscape, biodiversity are uncertain, but could be negative depending on the sites involved. Conversely, they could help reduce pressure on greenfield development. A balance will need to be carefully explored though, as there is also pressure to maximise the use of land for housing in the urban areas.
- 6.4 Addressing the shortfall in employment locally may also lead to increases in employment related traffic, which could affect air quality, and could also mean more growth in areas at risk of flooding.
- 6.5 Meeting the shortfall in land outside of Birmingham has some clear environmental benefits for Birmingham itself, but it is unclear what the knock on effects would be in the wider HMA. However, given that there is limited land supply in the City, and the area is already highly urbanised, a reduced pressure to address all employment needs locally could help to free land for housing and / or reduce the need to utilise sub-optimal sites. This could have subsequent knock-on benefits with regards to heritage, landscape, biodiversity, land and soil (which may otherwise be difficult to avoid). In terms of social factors though, Option 2 would be less beneficial with regards to Birmingham's economy (though would still have some positives) and could make it more difficult for less mobile members of the community to access the full range of employment on offer. These are negative effects but are only considered to be minor given that the majority of needs would still be met in the City.

Table 6-1 Summary of findings: Employment Growth Options

| SA Topic | Option 1 | | Option 2 | |
|---|----------|---|----------|---|
| | | | | |
| Housing | ? | | | |
| Equality, diversity and community development | ? | ? | ? | |
| Health and wellbeing | ? | ? | | |
| Waste and resource use | ? | | ? | |
| Economy and employment | | | | |
| Air quality | ? | | | |
| Water quality | | | | |
| Land and soil | ? | | ? | |
| Achieving zero carbon living | ? | | ? | |
| Flooding | ? | | | |
| Historic environment | ? | ? | | |
| Natural landscape | ? | ? | ? | |
| Biodiversity and geodiversity | ? | ? | ? | |
| Accessibility and transport | ? | ? | ? | ? |

7. Appraisal of proposed policy changes (Issues and Options Stage)

Introduction

- 7.1 The Issues and Options document put forward a range of 'policy approaches' (including changes to adopted policy approaches) to help guide development.
- 7.2 It was considered useful to undertake high-level SA work at this stage to help inform further development of these policy approaches. This section presents an appraisal of the preliminary high level policy approaches outlined in the Issues and Options stage of the BLP against the SA Framework.
- 7.3 The high level effects were identified taking into account magnitude, duration, frequency, and likelihood. Combined, these factors have helped to identify the **likely significance** of effects, whether these are positive or negative. The policies are individually considered and appraised at this stage but are considered in their totality in combination with the spatial strategy at the next stages of the Plan and SA processes. Where policies are not mentioned under a particular SA Topic, then the assumption should be that they are of little relevance and would not give rise to effects.

Methods

- 7.4 The potential significance of effects is recorded according to the following scoring convention;

Potential significant positive effects
Likely positive effects
Neutral effects
Likely negative effects
Potential significant negative effects
? Indicates uncertainty

Appraisal findings

- 7.5 The below discussion takes each SA topic in turn and appraises the policies / policy changes proposed in the Issues and Options document, outlining the potential effects and their likely significance. The discussion below considers each policy proposal / policy change in turn and considers effects on the SA topics of relevance; i.e. those likely to be affected by the policy being appraised.
- 7.6 **Affordable housing:** The proposed policy changes seek to maximise affordable housing (AH) provision in Birmingham. The adopted policy (BDP policy TP31) seeks 35% AH provision on sites of 15 dwellings and over. The recent HEDNA estimates a need for 5,396 affordable rented homes per year and 1,031 dpa affordable ownership tenures. When 'existing households falling into need' i.e. those already in accommodation, is excluded from the above figure a net 'current need' of 3,049 AH per annum results. This represents 45% of the total housing need calculated in the HEDNA (using the standard method); a very substantial portion of the total growth required.

- 7.7 The HEDNA concludes *‘the analysis identifies a notable need for affordable housing, and it is clear that provision of new affordable housing is an important and pressing issue in the area’* adding that *‘affordable housing delivery should be maximised’*.
- 7.8 Therefore, the proposed policy change could be beneficial in helping achieve more AH provision. However, this will ultimately depend on viability considerations which will vary from site to site. Too rigid a requirement for greater AH contribution may make development unviable. However, this is recognized in the proposed policy change which states that the Council will *test the 35% to see if a higher contribution is viable*. Overall, the policy change is **potentially positive** with regards to housing and health and wellbeing as it is likely to maximise AH delivery without jeopardising viability. The effects on other SA topics are considered likely to be limited given that viability will need to be taken into consideration.
- 7.9 **Family Housing:** Seeks to safeguard family housing (use class C3) from potential loss, through conversion of larger family homes into smaller multiple units or Houses in Multiple Occupation (HMO). The Council already has a city-wide Article 4 direction relating to HMOs and HMO SPD in place. The latter identifies a higher demand in the city for 2 and 3 bed dwellings and that the proportion of households with dependent children is higher in Birmingham than regional and national averages, adding that there is a particular shortage of family accommodation. The SPD requires applicants to demonstrate that there is an established lack of demand for the single family use of the property to be converted. Whilst the guidance is helpful in reinforcing the Council’s intention to safeguard family housing it may have adverse effects on AH provision as smaller dwellings in HMOs are likely to be more affordable to those most in need, particularly younger residents. Having said that the proposed policy change is not expected to significantly affect the baseline position given the existence of the above-mentioned Article 4 direction and the SPD. Therefore, **neutral effects** are envisaged at this stage for all SA topics. Site specific policies may be more effective in helping achieve an appropriate housing mix on a specific site, appropriate to its location.
- 7.10 **Housing for older people:** The Council is considering whether to introduce a policy that requires the provision of a specific percentage of homes for older people and explore allocating sites/ parcels within larger sites for specialist housing. Additionally, the Council may consider a policy requiring development above a certain threshold to provide a percentage (10-15%) wheelchair accessible homes. Typically, people downsize to more manageable properties as they age and there is often a significant degree of under occupation in older households. This may be out of personal choice but can often be due to lack of suitable smaller, more adaptable/ accessible homes that older residents can move into. Therefore, the proposed additions are likely to have **positive effects** on housing as they would help release larger properties back into the market and may also have positive effects on affordable housing as smaller dwellings/ older people development schemes are generally more affordable than larger homes. There are also likely to be **positive effects** on equality, diversity and community development as the schemes could engender a sense of social inclusion and reduce isolation.

- 7.11 **Positive effects** on health and wellbeing are also envisaged as the provision of adaptable/ accessible homes would allow older and/ or less abled residents to live in accessible (including wheelchair accessible) more suited to their needs helping them live more independently.
- 7.12 **Purpose built student accommodation:** The change being considered pertains to setting limits on the extent of student accommodation so as to avoid large concentrations in particular areas (e.g. in the City Centre, Selly Oak and Edgbaston).
- 7.13 The HEDNA identified this issue as impacting the provision of a more balanced housing mix. Selly Oak is identified as an area where a need for a higher proportion of larger homes is maybe required and where the conversion of larger homes to shared student housing may be a limiting factor. Clearly students make up a substantial proportion of the City's residents as there are five universities in Birmingham. They bring multiple benefits to the city economically and in the form of research, education and innovation. If the proposed policy additions result in limiting the provision of student accommodation this may have adverse effects as it may make the City less attractive to students. Site or area specific policies may be more effective in ensuring that new development meets local housing need, providing a mix that is appropriate to the location. Also, the aforementioned Article 4 direction and the SPD (paragraph 4.2) can also safeguard larger homes from being converted to student accommodation. Ultimately the effects will depend on the requirements of the policy to be included but at this stage, **uncertain negative effects** on housing, as policy can reduce availability of student accommodation. Similar effects are also likely pertaining to economy and employment as the universities are major contributors to the economy and employment in Birmingham and the policy could make the City less attractive to students. From a **positive perspective**, limiting student accommodation could be positive with regards to housing choice in the city, whilst also helping to maintain vibrancy in the city outside of term times.
- 7.14 **Built to rent:** The NPPF defines built-to-rent housing as *'purpose built housing that is typically 100% rented out. It can form part of a wider multi-tenure development comprising either flats or houses but should be on the same site and/or contiguous with the main development'*. Such schemes are likely to help meet some of the demand for private rents thus helping increase housing supply and improving choice in the market. The HEDNA identifies several recently implemented built-to-rent schemes in Birmingham and highlights the important contributions such schemes make to housing supply and choice. Therefore, the inclusion of a policy seeking the provision of built-to-rent developments maybe helpful, but such schemes are already being implemented in the City even though there is not a currently adopted policy promoting built-to-rent. Therefore, only **minor positive effects** are likely with regards to housing.
- 7.15 **Large-scale shared accommodation:** This considers including a policy on co-living schemes. In this form of accommodation, residents rent a room within a purpose-built (or converted) development which has shared amenities and facilities. Other services and facilities are often provided including cleaning, gyms, communal workspaces and a concierge. This type of accommodation is likely to be beneficial in reducing land supply required (as it is often higher density than traditional dwellings) can provide an alternative to traditional flat or house shares which may help address some of the housing shortfall in the City.

- 7.16 This form of living may also be more affordable than flats and may help reduce isolation with positive effects on health and wellbeing and is likely to be more sustainable particularly if located in areas with good access to services and transport. It may also be amenable and suited to regeneration/ conversion of under used office/ commercial buildings.
- 7.17 The HEDNA recommends that this type of accommodation be supported through a policy on co-living housing, noting a demonstrable market for such developments, particularly in student concentrations with the City Centre, southern Edgbaston and Selly Oak.
- 7.18 The proposed policy addition is therefore likely to produce **positive effects** on housing through increased provision and reduced land requirements due to the higher densities such schemes produce. Potentially **positive effects** are also envisaged on health and wellbeing and equality, diversity and community as the communal living aspect (through shared facilities) may help reduce isolation and engender a sense of community and belonging and may help provide better quality affordable accommodation.
- 7.19 **Gypsies, travellers and travelling show people:** This considers the option of including a policy allocating at least 5 years supply of sites required as demonstrated by the latest assessed needs. The Council has a pressing need to provide transit sites to cope with the increasing occurrence of unauthorised encampments. This has led to the 2 BDP allocated sites being utilised as transit sites. The HEDNA estimates a need for 30 pitches up to 2042. Therefore, the proposed policy addition could help ensure adequate provision for the Gypsy/ Traveller community's needs in future. This is predicted to have **likely significant positive effects** on health and wellbeing as currently the community has significantly shorter life expectancies, 10-15 years, shorter than the general population (HEDNA). The provision of healthy, safe sites can help improve the community's health and wellbeing it is also likely to improve the health and wellbeing of other residents who may be negatively impacted by the ad-hoc encampments. There could also be positive effects with regards to equality and diversity. The choice of sites will determine other possible effects such as accessibility, environmental impacts and so on. At this stage though, uncertain effects are recorded.
- 7.20 **Healthy neighbourhoods:** Considers adding a requirement in policy that all developments above a certain threshold be subject to a Health Impact Assessment (HIA). This is likely to be **positive** on health and wellbeing as it will help identify early on in the planning process the proposal's potential positives and negatives on health and wellbeing thus offering the opportunity to maximise positives and reduce or eliminate negatives. This requirement is unlikely to lead to any significant negative effects with regards to development.
- 7.21 **Climate change:** The proposed policy changes consider setting higher energy efficiency standards for new development and incorporating renewable energy and/ or connection to a heat network. The proposed changes require policies to consider the whole life carbon associated with proposals seeking to '*get as close to zero-carbon onsite*'. These more rigorous requirements in the form of policy are likely to have **significant positive effects** on the achieving zero carbon living SA topic as it is likely to result in more energy efficient developments and facilitate renewable energy and low carbon district heating schemes.

- 7.22 However, the requirement may be too onerous for developers with negative implications on viability due to the initial costs involved which will also impact AH provision. Therefore, mixed effects are predicted at this stage: likely significant positives effects on achieving zero carbon living and potentially **negative effects** on housing due to the potential viability issues raised.
- 7.23 **Sustainable design and construction:** Considers the development of policy to improve the resilience of new development to the effects of climate change including minimising internal heat gain to reduce the impact of the urban heat island effect and addressing water shortage by specifying higher water efficiency standards than currently specified in the building regulations.
- 7.24 The proposed changes include reducing the threshold above which non-residential developments aim for achieving BREEAM standard Excellent. Again, mixed effects are possible: **Positive effects** on health and wellbeing, as there would be a requirement to reduce the impact of urban heat island effects which can have serious health implications particularly for the youngest and oldest residents and those with chronic health conditions. **Positive effects** are also likely on the waste and resource use topic as the higher water efficiency requirements will help conserve water resources into the future. The proposed changes also highlight the need to address surface water flood risk which is also beneficial, as it may help reduce flood risk in the future (**positive effects** on flooding). Conversely, there may be some **negative effects** on the economy and employment topic as these changes may make some employment / commercial developments less viable due to the costs involved.
- 7.25 **Low and zero carbon infrastructure:** The proposed changes relate to utilising heat networks (3 have been identified in the City) to provide a decarbonised source of heating and cooling to existing buildings and new development. The policy envisages Heat Network Zoning that would identify 'Energy Zones' where greater carbon reductions can be achieved. Furthermore, through policy the Council could seek to ensure that new residential/ employment schemes are provided with the infrastructure to link them into the heat networks. As above mixed effects are potentially likely; **positive effects** on the achieving zero carbon living SA objective as the policy will likely result in an overall carbon reduction but there may also be **negative effects** on viability of affected developments due to the cost implications of linking to the networks and adapting development to utilise the networks. There could also be some short term disruptions with regards to infrastructure works (e.g. congestion, noise etc), which could be **negative** for health and wellbeing.
- 7.26 **Flood risk and water management:** Considers including a policy seeking to reduce flood risk from all sources. This is to be achieved by directing development away from areas at highest risk of flooding such that they are safe for their lifetime without increasing flood risk elsewhere. New policy could also emphasise the need to attenuate and use storm water for irrigation for example. The policies are likely to have **positive effects** on health and wellbeing as they will reduce the impacts of future flood events on residents with **positive effects** on flooding as the policy will help reduce the impact of flood events by directing development to areas at lower risk of flooding.
- 7.27 **Sustainable waste management:** Considers strengthening policy to ensure that the reduce/ reuse/ recycle approach to solid waste and resource management is implemented as a part of new development.

- 7.28 This would include applying circular economy principles to new buildings and extending the useful life of buildings including salvaging building materials for reuse. This is likely to have **positive effects** on carbon emissions (achieving zero carbon living) and the waste and resource use SA objectives as it will help recycle embedded carbon in buildings and construction materials.
- 7.29 Further beneficial effects are possible due to the inclusion of a requirement that major developments provide onsite recycling such as composting and suitable waste disposal to reduce landfill.
- 7.30 **Green infrastructure:** Considers including policy that seeks a more proactive approach to GI provision by protecting and enhancing the green infrastructure network using Local Nature Recovery Strategy and Birmingham's Urban Forest Master Plan. This likely to have **positive effects** on biodiversity as the planned scale of growth will inevitably lead to some loss of habitats and the biodiversity associated with them. This policy approach could help mitigate / partially offset some of resulting loss and fragmentation reducing the overall magnitude of negative effects.
- 7.31 **Biodiversity net gain:** Proposes to explore going above the mandatory 10% biodiversity net gain e.g. 20%. Again, this is likely to have **positive effects** on biodiversity, potentially mitigate/ partially offset any resulting loss and fragmentation predicted as a result of new development. Conversely, this may place an added burden on new development in terms of space required and costs which may **negatively** impact viability and consequently housing delivery.
- 7.32 **Urban greening:** Proposes to include policy changes to strengthen the urban greening approach ensuring that major developments include urban greening as part of their design. This may also include an Urban Greening Factor to identify the amount of urban greening required in new developments. Again, this is likely to have beneficial (**positive**) effects on biodiversity, potentially helping mitigate some of the loss due to the scale of new development. There could also be knock on benefits with regards to health and wellbeing and climate change resilience. As discussed above this may also have negative implications on viability of new development with potentially **negative effects** on the provision of housing.
- 7.33 **Open space and playing fields:** Considers introducing a policy requiring new open space standards to be applied. This will increase the requirement from 2ha per 1000 persons to 2.35 ha/ 1000 persons. Introducing the new standard would imply a 17.5% increase of provision of open / recreational space in new development. Open space is currently underprovided in the City and therefore this policy approach is likely to have **positive effects** on health and wellbeing due to the additional open and recreational space. The additional provision can also have beneficial effects on biodiversity potentially reducing fragmentation and providing spaces that serve as stepping stones for species. **Positive effects** are also likely on the equality, diversity and community development topic due to the enhanced provision and improved access to open space and recreational space. Conversely, some potential **negative effects** are possible on the housing topic as the increased open space provision may impact housing land supply.
- 7.34 **Minimising environmental pollution:** No policy changes are proposed therefore it is not possible to predict effects at this stage.

- 7.35 **Tall buildings:** Considers whether to introduce a tall buildings policy that indicates appropriate locations and design. Effects would depend on the wording of the policy which are yet to be formulated.
- 7.36 **Portfolio of employment land:** This proposes a policy change to revise the employment land portfolio in order to continue providing an ongoing 5-year supply of readily available employment land with a reduced target of 67 ha as evidenced by the recent HEDNA. The new portfolio will focus on delivering small-medium sized sites. This is likely to have **positive effects** on the economy and employment topic as it will help ensure the council meets future demand for sites.
- 7.37 The HEDNA identified an unmet demand for small/ medium sites and this policy would help address this need. Effects upon other factors would be dependent on the choice of sites.
- 7.38 **Regional Investment Sites:** proposes removing the designation of Regional Investment Sites (term inherited from the revoked West Midlands Regional Spatial Strategy) and maintaining their designation as Core Employment Areas. If deemed appropriate within the Growth Options to continue with the Regional Investment Sites designation, then developments in these locations will need to be restricted to B2 uses only due to the government's changes to the Use Classes Order. This change in designation is unlikely to produce significant effects on employment as it unlikely to produce a substantial increase or reduction in employment land.
- 7.39 **Core Employment Areas:** Considers introducing a policy that redefines the Core Employment Areas boundaries according to the findings of the HEDNA. The majority of areas making up the CEAs will remain as they are, but some will be retained with amended boundaries to reflect current distribution of uses and where further development potential exists, and some will be de-designated as they no longer contain predominantly employment uses. Furthermore, the policy will require exceptional justification for non-employment uses in CEAs. Whilst this is likely to have **positive effects** on economy and employment as it safeguards existing employment land in these well connected locations but it may adversely impact growth options seeking to introduce some residential/ mixed uses into CEAs thereby **negatively** impacting housing land supply and housing delivery.
- 7.40 **Protection of employment land:** Seeks to introduce greater flexibility in re-purposing non-conforming employment sites (ones in predominantly residential areas) outside the CEAs for residential use. This would include measures to ensure that sites which are capable of providing a valued contribution to employment and economy are not lost, including viability assessments. The proposed policy approach is likely to be **positive** with respect to housing as it would help improve housing land supply and housing provision. Potential negative effects on employment land are unlikely given the proposed policy requirements that valuable employment land is not lost. Overall, positive effects are predicted on the housing topic with knock on **positive effects** on health and wellbeing (due to improved housing provision, choice and potentially affordability).

- 7.41 **Offices:** Proposes not to include a detailed policy to guide future office development, opting for a broader policy setting out locations for development under Use Class E. The post Covid-19 pandemic increase in homeworking and hybrid working will mean there could be less need for office floorspace supply. The HEDNA also reduced the projected office floorspace needs by 30% up to 2042.
- 7.42 This is unlikely to have significant effects (**neutral**) as the changes in Use Classes Order mean offices are in the same class as other commercial uses (retail and food and drink) and the introduction of new Permitted development rights would enable the conversion of class E buildings to residential dwellings without requiring a planning application.
- 7.43 **Urban centres:** This states the council intention to review the centre hierarchy and boundaries seeking to designate new centres and possibly amend some existing centre boundaries.
- 7.44 The policy would also remove the requirement for 50%/55% of uses in centres to be retained for retail use. The approach taken will be informed by the Retail and Leisure Needs Assessment. The proposed policies are potentially **positive** on economy and employment as they will help reduce empty shops in town centres and repurpose empty spaces above shops to various uses including as affordable workspaces promoting local enterprises, offices and homes. This is likely to improve the vitality of centres and attract more footfall producing positive effects on the local economy and employment. There may also be **positive** effects on housing through the conversion of empty premises or above ground floor spaces into residential accommodation. There are potential positive and negative impacts upon the character of the built environment and heritage, but these are uncertainties at this stage.
- 7.45 **Tourism, culture and the night-time economy:** Considers the inclusion of a policy seeking to enable evening and night-time economic activity. This may include protecting public houses, theatres, live music venues and night clubs from change of use. Other measures considered include supporting the night-time economy by better provision of evening/ night-time public transport services. The potential policy measures are likely to have **positive effects** on the local economy and employment as they are likely to improve the vitality of leisure, cultural and social venues, helping to increase visitors through the improved public transport provision. There are potential **minor negative effects** with regards to housing provision, as it prevents changes in use that may otherwise occur.
- 7.46 **Key growth areas - opportunity areas:** Outlines the Council's intention to identify new areas to focus growth. These new opportunity areas will be within existing urban areas, in locations that benefit from good public transport, services and cycling and walking infrastructure. They will be in areas where clusters of development opportunities exist and will be developed through a masterplanning/ area framework approaches. The proposed policy changes include more focussed growth (in size and purpose) in locations where clusters of opportunity sites / infrastructure improvement would bring about wider change in the area. Each growth area is to have a policy setting out key requirements including land, scale, density and site specific requirements. Growth areas identified would be supported by a masterplan SPD. The Council proposes to name such growth areas as 'Strategic Regeneration Areas' or 'Opportunity Areas'.

7.47 The effects will depend on the eventual policies drafted but generally beneficial effects are likely as the focused regeneration approach is likely to engender multiple benefits including improved design, better housing, employment and infrastructure provision through the proposed masterplanning approach with **positive effects** predicted on housing and economy and employment in particular.

Summary

7.48 The appraisal of the proposed policy approaches and changes (to adopted policy) identified mostly positive effects with respect to the housing, health and wellbeing, economy and employment, equality, diversity and community, waste and resource use, flooding and biodiversity SA topics. **Likely significant positives** were identified with respect to the health and wellbeing, and achieving net zero carbon living, SA topics. The former is due to the addition of a policy seeking to ensure adequate provision for the Gypsy/ Traveller community's needs in future.

7.49 This community has significantly shorter life expectancies, 10-15 years shorter than the general population, therefore, the provision of healthy and safe sites can help improve the community's health and wellbeing.

7.50 Proposed policy changes considering the setting of higher energy efficiency standards, incorporating renewable energy and/ or connections to heat networks, the requirement for proposals to consider whole life carbon and seeking to 'get as close to zero-carbon onsite' are anticipated to produce **likely significant positive effects** with respect to the achieving net zero carbon living SA topic. These more rigorous requirements in the form of policy are likely to produce concrete contributions to lowering the carbon footprint associated with new development.

7.51 Some **negative effects** were predicted for the Housing and Economy and Employment SA topics due to the risk that some policies may reduce housing / employment development due to viability issues through the requirement for more rigorous energy efficiency standards, and restrictions on certain types of dwellings (HMOs, student housing). No likely significant negative effects were identified.

7.52 Table 7-1 summarises the potential effects of the proposed policy changes visually. For each policy, where effects have been identified for at least one of the SA topics, a colour is provided for specific SA topics to represent whether effects are broadly likely to be positive or negative.

7.53 For some policies, neutral effects have been identified against all the SA topics, so these are not shown in the table.

Table 7-1 Summary of findings: Proposed policy changes

| Proposed Policy Changes | Potential effects | | | |
|---|------------------------|------------------------|------------------------|------------------------|
| | | | | |
| Affordable housing | Housing | Health and wellbeing | | |
| Housing for older people | Housing | Health and wellbeing | Equality and community | |
| Purpose built student accomodation | Housing | Housing | | |
| Built-to-rent | Housing | | | |
| Large-scale shared accomodation | Housing | Health and wellbeing | Equality and community | |
| Gypsies, travellers and travelling showpeople | Health and wellbeing | | | |
| Healthy neighbourhoods | Health and wellbeing | Equality and community | | |
| Climate change | Housing | Achieving zero carbon | | |
| Sustainable design and construction | Health and wellbeing | Waste and resource use | Flooding | Economy and employment |
| Low and zero carbon infrastructure | Health and wellbeing | Achieving zero carbon | | |
| Flood risk and water management | Health and wellbeing | Water quality | Flooding | |
| Sustainable waste management | Achieving zero carbon | Waste and resource use | | |
| Green infrastructure | Health and wellbeing | Water quality | Biodiversity | |
| Biodiversity net gain | Housing | Biodiversity | | |
| Urban greening | Housing | Health and wellbeing | Equality and community | |
| Open space and playing fields | Housing | Health and wellbeing | Equality and community | Equality and community |
| Portfolio of employment land | Economy and employment | | | |
| Core Employment Areas | Economy and employment | Housing | | |
| Protection of employment land | Housing | Health and wellbeing | | |
| Urban centres | Economy and employment | Housing | Historic environment? | Historic environment? |
| Tourism, culture and the night time economy | Economy and employment | Housing | | |
| Key growth areas-opportunity areas | Economy and employment | Housing | | |

Light green is a potential positive effect

Dark green is a potentially significant positive effect

Amber is a potential negative effect

8. Recommendations at Issues and Options Stage

8.1 When developing the options / policies, the following high level recommendations were proposed as a result of the interim SA findings.

- It is unlikely that any of the housing options will be capable of meeting the shortfall in housing on their own (at least not without generating significant negative effects on particular SA topics). It is therefore recommended that a mix of the options are utilised to develop a series of reasonable strategies for growth.
- Undertake sustainability appraisal of reasonable site options to help inform the development of reasonable strategies for growth.
- Support patterns of growth that will help to create 20 minute neighbourhoods.
- Ensure that new development in urban areas brings with it improvements to open space and urban greening.
- The accessibility of some Green Belt areas is poorer than the urban areas. Small scale incremental growth in such locations would likely result in increased car trips and / or poor access to services and should be avoided in such instances. Green Belt should only be released in exceptional circumstances where the locations are sustainable or can be made so, which is more likely to be achieved through a SUE.
- It will be important to ensure that increased densities, intensification and repurposing of land in the urban areas does not result in a significant increase in car travel as this could exacerbate air quality issues. The Plan should therefore seek to provide strong support for walking, cycling and public transport throughout the urban areas.
- Consider the use of poorer performing sites (in terms of sustainably located housing) for biodiversity / open space provision (linked to a Local Nature Recovery Strategy).

9. Appraisal of the Preferred Options Document

Introduction

- 9.1 Building upon the proposed policy approaches at issues and options stage, the Council has prepared a Preferred options document, which comprises a preferred spatial strategy and a range of supporting policies.
- 9.2 The document (hereafter referred to as 'the Plan') has been appraised in this section of the SA Report. The Plan has been appraised 'as a whole', taking into account the potential for effects associated with new development (primarily the new allocations and growth zones) but accounting for all of the policies within the Plan. This is important for several reasons:
- Plan policies can help to mitigate negative effects and enhance positives.
 - Policies within the Plan work together and can have cumulative/synergistic effects that need to be identified within the SA.
 - Whilst all the policies have been considered individually, their effects are discussed in overall terms, rather than on a policy-by-policy basis. However, references have been made to specific policies where it is considered that they make a particular contribution to the SA topics.
- 9.3 In determining the significance of effects, professional judgement has been applied, being mindful of key effect characteristics including: magnitude, likelihood, duration, timeframe and cumulative effects. A range of information sources have been utilised to inform judgements:
- Geographical Information Systems data (which sets out a high level appraisal of each reasonable site option).
 - Inputs from technical studies.
 - Reference to the Scoping Report and Interim SA Reports.
- 9.4 Whilst every effort is taken to predict effects accurately, there is a degree of uncertainty that must be acknowledged given the strategic nature of the appraisal. In particular, the level of detail is less granular with regards to specific on-site characteristics, so there is a reliance on higher level datasets (for example; the presence of designated environmental assets).
- 9.5 It is important to ensure a consistent comparison between the options. For this reason, the same high-level assumptions are made with regards to mitigation and enhancement. The policies within the Plan have been taken into account when determining the significance of effects for all reasonable alternatives considered at this stage. However, rather than taking into account specific scheme details (which may be available for some locations and not others), the appraisal identifies the baseline situation and how development could affect this.
- 9.6 This is not to say that such effects could not be different when mitigation and enhancement considerations are fully appreciated.

9.7 The following significance scores are used to describe the effects of the Plan (and any reasonable alternatives). The effects have been identified by an experienced appraisal team and informed by the baseline data and evidence gathered as part of the Scoping Report (and any subsequent updates).

| Score | Symbol |
|----------------------------------|--------|
| Major positive effect | ++ |
| Moderate positive effect | ++ |
| Minor positive effect | + |
| Neutral effect / no relationship | 0 |
| Minor negative effect | - |
| Moderate negative effect | -- |
| Major negative effect | --- |
| Uncertainty | ? |

Are there any reasonable alternatives at this stage?

9.8 The strategy emerging from the evidence base is reflected in the Plan (i.e. there is an intention to plan for 103,000 additional homes by 2042, with a focus on higher density development in the City, repurposing of land in the urban areas, and continued regeneration of housing areas. It is acknowledged that there will be a residual amount of housing need that remains unmet, but the Council consider that this should continue to be addressed at a sub-regional level alongside neighbouring authorities (rather than releasing further Green Belt land through this plan review).

9.9 The preferred approach is reflective of options 1-5 (to varying extents), which were tested at issues and options stage, but there is greater information available at this stage in terms of the overall supply and location of growth. For example:

- It is estimated that increased densities will lead to an additional 8,200 dwellings (compared to the current density assumptions).
- Approximately 15,500 dwellings are proposed in land categorised as industrial / warehouse as a former use.

9.10 The Council contend that there are not exceptional circumstances for Green Belt release (Option 6). However, it is noted that there remains a considerable amount of unmet housing need, and several consultees have expressed support for a strategy that includes a mix of both urban intensification and partial Green Belt release in sustainable locations. There is therefore support for an alternative strategy that utilises a greater amount of Green Belt land rather than relying entirely on urban intensification (through a variety of means).

9.11 The assumption is that Green Belt release would be in addition to urban intensification. The Council has already factored in the potential for non-implementation on HELAA sites and is confident of delivering the proposed preferred strategy. Therefore, the only feasible alternative is one where Green Belt is released in addition to urban growth, thereby increasing the overall level of housing delivery over the plan period.

- 9.12 The call for sites led to a range of Green Belt sites being proposed, with a total proposed capacity of approximately 8,000 dwellings (though some of the submitted sites are duplicates and overlap with other sites). However, it is considered unreasonable to release all proposed sites, as this would leave very little Green Belt land in Birmingham and there may be more appropriate locations across the City Region where unmet housing need could be accommodated (the Council believes that the significant scale of unmet needs means that it would be best dealt with through collaboration with the other Local Authorities in the housing market areas). These matters were discussed at length at the Examination in Public for the adopted Birmingham Development Plan.
- 9.13 In light of the above, the alternative assessed in this SA makes an assumption that up to 5,000 additional dwellings could be delivered through Green Belt release. It is presumed that new developments in the Green Belt would need to be supported by sufficient infrastructure, and a concentration of growth around this scale would support the delivery of necessary social infrastructure (and potentially transport improvements).
- 9.14 Given that the Council consider that Green Belt release is unnecessary, it would be premature to suggest the exact sites that would be involved under this alternative. However, previous SA work for the adopted Birmingham Development Plan and the recent call for sites submissions gives an indication of the broad locations that could be involved (see figure 9.1 below). The focus of growth would most likely be to the north of Birmingham where there are several sites that could deliver strategic growth (and this has been the focus of the appraisal). Though there are some smaller sites scattered across the urban area, these are relatively small scale and would not on their own deliver significant infrastructure enhancements. There is also a broad location to the south of the urban area at Kings Norton South, but this partially overlaps with Bromsgrove District and should ideally be considered holistically.

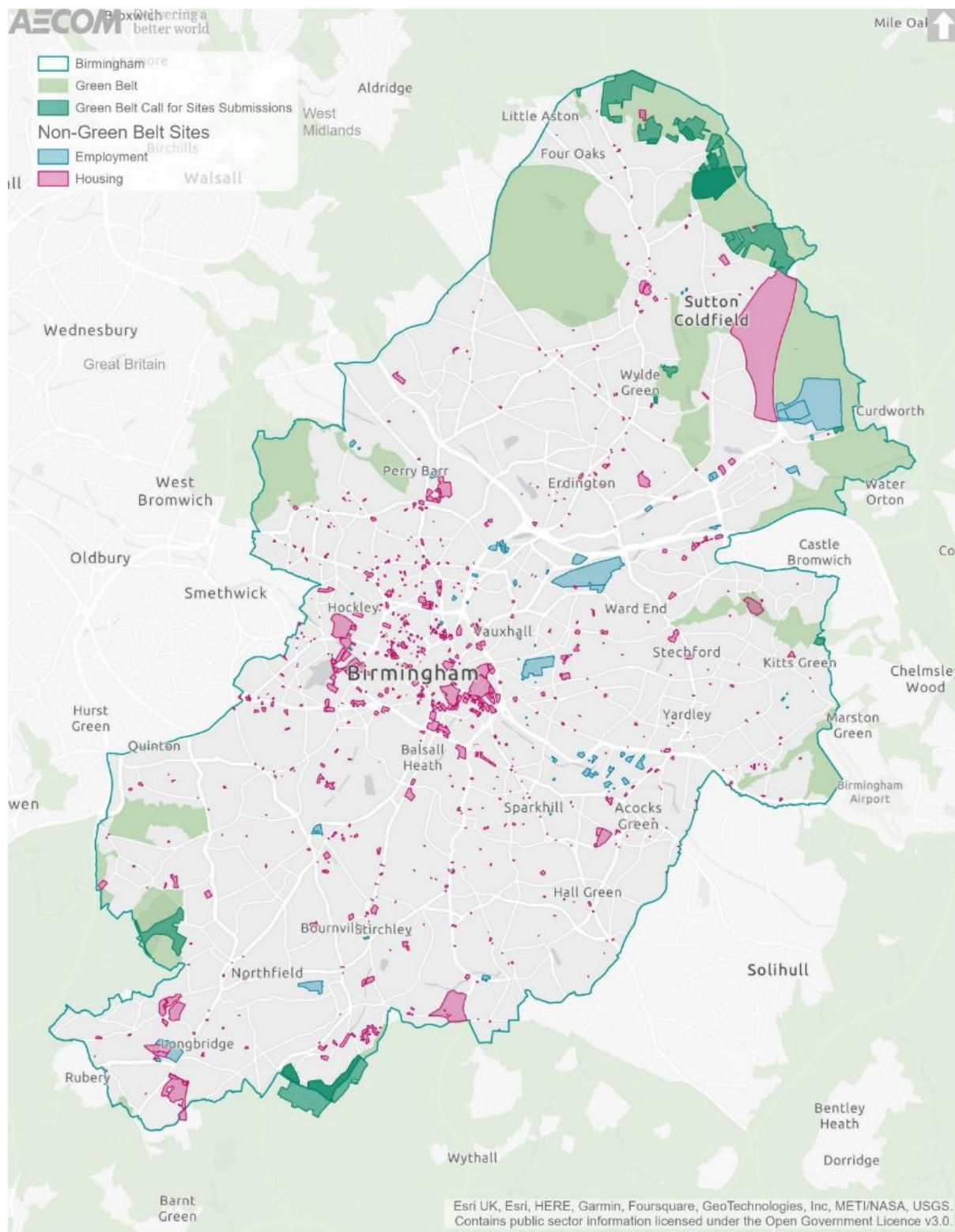
| Supply element | The draft Plan | Reasonable alternative 1 |
|--|----------------|--------------------------|
| 'Committed growth' ³ | 38,029 | 38,209 |
| Allocation in adopted Plan and still appropriate | 6,784 | 6,784 |
| Allocation in draft plan | 30,104 | 30,104 |
| Other opportunities | 11,841 | 11,841 |
| 12% lapse rate (applied to outline consents and other opportunities) | -2,024 | -2,024 |
| Windfall allowance | 8,575 | 8,575 |
| Completions | 9,718 | 9,718 |
| Greenbelt | 0 | Up to 5,000 |
| Total | 103,027 | 108,027 |

³ This includes under construction, detailed and outline planning permission, permitted development and permission in principle.

Employment

- 9.15 The Council proposes to meet identified industrial development needs without requiring further development opportunities in the Green Belt or in neighbouring local authority areas. The HEDNA recommends that an ongoing 5 year reservoir of industrial land is maintained, which continues the approach in the Adopted Plan (which did not set a target for identifying land needs over the full plan period).
- 9.16 At the current stage, the Council proposes to meet 'employment needs' identified by the HEDNA through the following strategy.
- Relying upon current planning approvals, allocations and past completions to provide a significant amount of employment land across the plan period.
 - Refocus the Core Employment Areas designation on B2 and B8 uses and rename them as Core Industrial Areas. Recognise the potential for additional supply as identified in the Urban Capacity Study.
 - Relying upon 53ha of land available in South Staffordshire at the West Midlands Strategic Rail Freight Interchange.
- 9.17 The council has reconsidered at this stage whether there are any reasonable alternative approaches to the provision of employment land.
- 9.18 One approach would be to release Green Belt to provide alternative (or additional) sources of land for employment development. The Council considers that it is not reasonable to plan for a higher amount of land supply than identified in the HEDNA. There is no evidence that this is necessary, and it would likely require Green Belt locations, for which there are no exceptional circumstances to justify their release. The Core Employment Areas are appropriate locations for growth, and it is considered unreasonable to direct growth away from these considering that there is identified capacity for further development.

Figure 9.1 Housing and employment land supply (including submitted Green Belt land).



The Plan Policies

- Policy PG1:** Overall levels of growth
- Policy PG2:** Birmingham as an International City
- Policy PG3:** Place Making
- Policy PG4:** Central Birmingham
- Policies GZ1 – GZ25:** Growth Zone Policies
- Policy GA5:** Langley Sustainable Urban Extension
- Policy GA6 :** Peddimore
- Policy SA1:** Site Allocations
- Policy HN1:** New residential development
- Policy HN2:** Affordable Housing
- Policy HN3:** Housing type and size mix
- Policy HN4:** Residential densities
- Policy HN5:** Housing for older people and others with support needs and care
- Policy HN6:** Protecting existing housing
- Policy HN7:** Purpose built student accommodation
- Policy HN8:** Large scale shared accommodation
- Policy HN9:** Housing regeneration
- Policy HN10:** Gypsies, Travellers and Travelling Showpeople
- Policy HN11:** Educational facilities
- Policy HN12:** Healthy neighbourhoods
- Policy CE1:** Climate change
- Policy CE2:** Sustainable design and construction
- Policy CE3:** Whole Life-Cycle Carbon
- Policy CE4:** Retrofitting existing buildings
- Policy CE5:** Renewable energy networks and shared energy schemes
- Policy CE6:** Reducing operational emissions
- Policy CE7:** Flood risk management
- Policy CE8:** Sustainable resource management
- Policy CE9:** Green infrastructure and nature recovery
- Policy CE10:** Biodiversity and geodiversity
- Policy CE11:** Biodiversity net gain
- Policy CE12:** Urban greening factor
- Policy CE13:** Open space
- Policy CE14:** Playing pitches and sports facilities
- Policy CE15:** Green Belt
- Policy CE16:** Historic environment
- Policy CE17:** The canal network
- Policy CE18:** Minerals
- Policy EC1:** Industrial land provision
- Policy EC2:** Core Industrial Areas
- Policy EC3:** Protection of other industrial land
- Policy EC4:** Urban Centres
- Policy EC5:** Evening and night time economy
- Policy EC6:** Tourism and cultural facilities
- Policy EC7:** Social value
- Policy CY1:** Sustainable transport
- Policy CY2:** Active travel
- Policy CY3:** Public transport
- Policy CY4:** Freight
- Policy CY5:** Network Management
- Policy CY6:** Digital connectivity
- Policy IM1:** Developer contributions and Community Infrastructure Levy
- Policy IM2:** Monitoring and Review

SA Topic 1: Housing

Appraisal of the draft Plan

- 9.19 One of the key issues emerging in relation to housing is a supply and demand imbalance, with the forecasted housing needs (demand) exceeding the current available supply of land within the city. BCC has, throughout plan development, sought to boost this supply where possible, but the current plan still indicates a housing shortfall of 36,435 dwellings, placing a reliance on housing delivery in neighbouring areas (in excess of meeting their own needs).
- 9.20 Options for meeting this shortfall have been tested through SA work to date and presented to the public at consultation. Following on from this some key choices have been made which has managed to reduce this shortfall from 78,416 (at the issues and options stage) to the current figure. These choices include:
- Significantly increasing the density of development within the city centre (from 100 dwellings per hectare to 400 dwellings per hectare) supported by a smaller increase in the density of new development in and around Local Centres (from 50 to 70 dwellings per hectare) (Policy HN4).
 - Identifying key opportunity areas for continued housing estate regeneration and renewal, including 14 Housing Action Areas (Policy HN9).
 - The partial redevelopment of four poor quality open spaces (Moilliett Street Park, North Edgbaston; Spring Hill, Ladywood informal greenspace; St Marks, Ladywood park and recreation ground; and Gib Heath Park).
 - The release of 120ha of employment land to be repurposed for housing development.
 - Releasing more council owned city centre land for redevelopment and a continued effort to bring empty properties back into use and protect the existing housing stock.
- 9.21 The only remaining alternative that has been identified is the release of Green Belt land (through a Green Belt Review) to deliver more homes, which is ultimately unfavourable amongst local communities, and has sustainability implications (as identified through previous iterations of the SA). This alternative is explored further on in this section. Further density increases or open space development will not be of a strategic scale to consider as a viable alternative at this stage, furthermore, the release of open space to housing development is not favoured locally and counterintuitive to many sustainability objectives.
- 9.22 In relation to the current proposed strategy, a concern is the need to accommodate families and larger homes in areas of significantly high densities, but Policy HN3 seeks to ensure an appropriate housing mix, which should help to reduce these concerns. Several of the growth zone policies also stipulate that there is an aim to create modern, sustainable family housing and to deliver a diverse range of new homes. Family homes will also be a key feature of the Langley Sustainable Urban Extension.

- 9.23 Whilst four open spaces are identified for re-development, this is only partial redevelopment, with the aim of improving the quality of remaining open space. Additionally, whilst employment land is now being released for housing development, this is not to the detriment of economic objectives, with the identified employment needs through the Housing and Economic Development Needs Assessment (HEDNA) being met elsewhere.
- 9.24 Ultimately, the Council have demonstrated a proactive approach to identifying the required land supply and the measures identified to date to boost housing supply are likely to be beneficial for local communities. However, there remains an element of uncertainty, with identified unmet needs and a high reliance on growth in the wider Birmingham Housing Market Area (HMA). Despite this, the housing land supply demonstrates a sound strategy of accessible and well-connected housing development, that promotes sustainable transport options, inclusiveness, and community cohesion. This will be of particular benefit to more vulnerable groups, and a strong focus on regeneration and central development should support existing communities by reducing deprivation (in relation to housing indicators).
- 9.25 The supporting policy framework should ensure that housing development within the City boundaries is high-quality, with place-making principles identified (Policy PG3), and that a wide range of housing types, sizes, and tenures are delivered to meet the identified needs (with a suite of dedicated housing policies – Policies HN1 – HN12). This includes meeting the needs of older people, disabled people, students, and Gypsies, Travellers and Travelling Showpeople, and appropriate rates of affordable housing delivery.
- 9.26 It is recognised that viability can affect the delivery of affordable housing, and this is reflected by a zone-based approach to targets. Despite this, the Council is seeking a minimum of 20% affordable homes in the 'Lower Value Zone' and the 'Core Zone' (Policy HN2), which should help contribute homes in areas of need.
- 9.27 To conclude, the strategy positively seeks to accommodate accessible, high-quality, and well-connected new housing development, and positive effects are anticipated as a result. Despite this, an element of **uncertainty** remains while there is a high reliance on neighbouring authorities in the wider Birmingham HMA to deliver against the unmet identified needs and ensure no shortfalls that can impact local communities. Taking a precautionary approach, there is ultimately the potential for **long-term negative effects** should this housing need not be met elsewhere, and this could particularly exacerbate existing issues such as rising homelessness and increasing affordability issues. This somewhat reduces the positive effects and so **moderate positive effects** are predicted overall.

Appraisal of alternatives

- 9.28 At this stage, based on the broad locations / sites that have been identified as reasonable, further Green Belt release will not be of a sufficient scale to address the housing shortfall in its entirety, and unmet needs are still likely to exist. Despite this, further Green Belt release would ultimately reduce the level of uncertainty associated with delivery, and reduce the reliance placed on unmet needs being delivered in the wider HMA.

9.29 It will deliver more homes, including more affordable homes and more family homes, within the city boundary, and also has greater potential to deliver a wider range of homes both in terms of size and location. On this basis, the alternative has the potential to **enhance positive effects and reduce uncertainties** in relation to housing objectives. Overall, **major positive effects** are predicted.

SA Topic 2: Equality, diversity, and community development

Appraisal of the draft Plan

- 9.30 The growth strategy of the draft plan focuses a significant amount of future development within the city centre and most accessible areas of the city. In particular, a significant increase in city centre densities should enable more people to live in an area which significantly reduces the need to travel (linking them with services, facilities, and employment opportunities) and provides accessible sustainable transport connections. This is supported by a high rate of affordable housing delivery (35% in schemes of ten or more homes – Policy HN2) and continued employment and economic development that will meet the employment land needs identified through the HEDNA.
- 9.31 These factors ultimately support the efforts to reduce deprivation across the city, for which the most acute problems are largely found centrally and relate to the ‘income’, ‘living environment’, ‘barriers to housing and services’, and ‘employment’ domains. This will be particularly beneficial for more vulnerable groups, with notable additional policy measures to; deliver built environment enhancements that support the elderly and disabled (e.g., Policy HN5), deliver against the needs of minority groups (e.g., Gypsies, Travellers, and Travelling Showpeople – Policy HN10), and ensure suitable access to schools and early years provisions to support the young (Policy HN11). Furthermore, in the case of increased densities it will be important to ensure adequate provisions for families and children. In this respect, Policies HN2 and HN3 seek to ensure access to affordable housing of the right size and type, supported by access to open spaces, parks, play and sports provisions (Policies CE13 and CE14).
- 9.32 Increasing densities should help communities to grow local community groups and active participation opportunities, and support inclusiveness in this respect. In addition, the increased densities should support communities through higher levels of natural surveillance that in turn reduce both crime and the fear of crime. This is supported by place-making principles (Policy PG3) and standards for healthy neighbourhoods (Policy HN12) which seek to improve safety, design out crime, and encourage social interaction in new development.
- 9.33 The Plan seeks to achieve regeneration and renewal in multiple locations that overlap with deprived communities, which in some instances also overlap with ethnic minority communities. Where this involves the repurposing of employment land, this presents the opportunity to create new high quality communities that are well served by a range of facilities. This should have positive effects upon communities and help to reduce inequalities. Where there are plans to regenerate existing housing estates, there could be mixed effects.

- 9.34 On one hand, the quality of homes and the local environment would be improved, as would transport connections, access to local facilities and green infrastructure. For residents that remain or move into the area, this is likely to have positive effects on wellbeing and life chances. However, in some of the renewal areas, there has been concern from existing residents that regeneration activities could potentially have detrimental effects by splitting up existing communities, a loss of identity, and displacing residents permanently (especially those that are renting). This poses a risk of gentrification in some locations and needs to be managed to ensure negative effects are avoided.
- 9.35 There are measures in the Plan that seek to ensure that communities are not affected negatively by regeneration and renewal schemes, for example:
- The need for masterplanning to ensure that existing communities benefit from developments and are involved in design and scheme details.
 - The need for new development to achieve social value (Policy EC7).
 - CE16 recognises the importance of the City's diverse places of worship and seeks to protect and enhance such assets.
- 9.36 The continued regeneration and investment into the urban areas of Birmingham and the need to deliver mixed-use communities with an appropriate mix of affordable homes should help to support the diversity of Birmingham.
- 9.37 Despite these measures, the potential for negative effects on some residents and communities should be acknowledged (both temporary and permanent). It is possible that the affordability of homes will decrease, making it more difficult for less affluent groups to live in these locations, and it could drive out certain minorities if community ties are broken. Overall, the potential for minor negative effects is concluded in this respect, though this is uncertain. As mentioned above, there are plan measures seeking to implement affordable homes, and to consult with communities to ensure that such effects are minimised.
- 9.38 It is also worth noting that there is a significant shortfall in housing supply that will need to be met in the wider Birmingham HMA. If this is not sufficiently met, there is the potential to exacerbate existing inequalities, including affordability issues. It also remains uncertain whether growth outside of the city boundaries will be able to continue the strategy for highly accessible and connected development that currently supports the city in efforts to reduce inequalities.
- 9.39 Much development is taking place in the central area which suffers from poor air quality linked to traffic emissions. This ultimately affects residents and can disproportionately affect more vulnerable groups. This is in some way reflected by the high levels of deprivation in relation to the 'living environment' domain. Notably, the strategy for accessible development seeks to reduce reliance on private vehicles which in turn should support improved air quality in the central area. This is also supported by Policy CY1 which seeks improved access to sustainable transport options, and improvements to the road network, as well as Policy CE9 which seeks to extend and improve green infrastructure networks (which in turn support air quality objectives) and Policy HN12 which recognises improving air quality as a key aspect for planning for healthy neighbourhoods.

- 9.40 Overall, the growth strategy focuses housing and employment development and regeneration in the most accessible areas of the city, connecting new residents with services, facilities, employment opportunities, sustainable transport options, and recreational opportunities. In this respect the growth strategy contributes towards efforts to reduce inequalities. This is supported by the policy framework which seeks to ensure the needs of different groups, including groups with protected characteristics, are met, and the built and natural environment is enhanced in ways which support cohesion, resident health, and healthy lifestyles. On this basis, the potential for **major positive effects** is identified. However, **uncertainties remain** given the identified and significant shortfall in the housing supply, which has not been secured in the wider HMA at this stage.
- 9.41 There is also potential for some communities to be displaced by renewal schemes, despite the plan seeking to minimise such effects.
- 9.42 Taking a precautionary approach, there is ultimately the potential for **long-term moderate negative effects** should housing need not be met elsewhere, given this could exacerbate inequalities and increase problems associated with affordability. Furthermore, it is uncertain at this stage whether wider growth in the surrounding HMA will deliver the same strategy of highly accessible and connected development. Potential negative effects with regards to community cohesion and gentrification are noted, but these are considered to be only minor given that the plan seeks to ensure that communities are engaged and that a suitable mix of affordable housing is incorporated into development.

Appraisal of alternatives

- 9.43 The alternative predominantly relates to the spatial strategy rather than policy framework, with the only reasonable alternative at this stage identified as additional Green Belt release to accommodate more housing growth. Whilst this would ultimately reduce uncertainties in relation to unmet needs, it will also promote growth in less accessible and less connected areas of the city, largely at its northern boundary, which also coincides with some of the least deprived areas of the city. Effects of further Green Belt release are therefore unlikely to be significant in relation to inequalities and have the potential to exacerbate inequalities to a minor degree by undermining the efforts to ensure all future development is highly accessible and connected. There is also a possibility that the release of Green Belt land could slow down or reduce investment in the planned regeneration of brownfield sites in the inner urban locations (which would be more likely to help address inequalities on balance). Conversely, there could be an opportunity to utilise viable Green Belt sites to help provide investment in the release of more problematic brownfield sites. The overall amount of housing delivery would also go further towards meeting unmet needs and would be less likely to displace residents. Therefore, overall, the alternative would be likely to generate mixed effects; with **major positive effects** anticipated alongside **minor negative effects**.

SA Topic 3: Health and wellbeing

Appraisal of the draft Plan

- 9.44 The spatial strategy targets housing growth at the most accessible and well-connected areas of the city, connecting future residents with services, facilities, employment and recreational opportunities. This includes significant density increases within the city centre, as well as targeted efforts to develop more council owned city centre sites, and regenerate existing housing estates. This is alongside the identification of employment land for development to meet the economic needs outlined by the HEDNA. In this respect, the spatial strategy provides a solid foundation to support residents with good access to existing health services, active travel opportunities, and recreational opportunities. This can ultimately support healthy lifestyle choices (tackling the recognised high levels of obesity and physical inactivity found in the city) and reduce health inequalities.
- 9.45 With regards to employment opportunities, the Plan seeks to supply an appropriate amount of land to support economic growth in key sectors and this is directed to locations that are accessible to deprived communities. Indeed, a key aim of the Plan is to focus on 'levelling-up economically disadvantaged communities' and this ought to help improve life chances, and ultimately help to reduce health inequalities across the City.
- 9.46 Part of the spatial strategy includes the partial redevelopment of four existing open spaces. This will not result in the complete loss of these areas, and the supporting policy framework seeks to ensure that the quality of the remaining open spaces is improved as a result of this development. This 'trade-off' is not considered likely to lead to significant effects.
- 9.47 The spatial strategy is supported by the policy framework, in particular Policy HN12 which sets design standards for development that seek to reduce health inequalities, increase life expectancy, and improve the quality of life, and Policy PG3 which provides place-making principles, including those that seek to improve safety and reduce crime and the fear of crime. Given the significant density increases, it will be important to ensure that healthcare facilities are able to accommodate, and grow as necessary to support, the increased population. Policy HN12 identifies the need to assess health impacts arising from new developments, ensure adequate social infrastructure provisions, and deliver new and improved services in accessible locations.
- 9.48 Of the additional sites identified for growth in the HELAA (and being promoted through the strategy) over 30% are within 800m of a natural green space and 90% are within 800m of a park or garden. There is also relatively good access to public and private playing fields, public open space and other recreational facilities. This ought to ensure that the population is able to benefit from opportunities for recreation. This is further supported by efforts to extend and enhance green infrastructure networks (Policy CE9), improve access to nature, parks, and open spaces (Policies CE12, CE14), and deliver enhanced urban greening measures (Policy CE12), recognising that access to nature and recreational opportunities support healthy lifestyles.

- 9.49 Fuel poverty is also a significant concern within Birmingham, acutely affecting lower income households who reside in older homes that are problematic (and expensive) to heat. This is an increasing health concern for residents that is being addressed predominantly through design requirements (ensuring high levels of energy efficiency in new development) and ensuring connected development that provides residents with local, accessible employment opportunities and affordable housing options (to tackle low incomes).
- 9.50 In addition to policy CE5, which encourages efficiency when retrofitting buildings, Policy HN9 and several growth zone policies also reinforce the need to improve energy performance of homes through retrofit programmes and new development. In this respect the plan performs positively and should complement actions to support those residents most acutely affected by fuel poverty (which ultimately will lead to improved health and wellbeing).
- 9.51 Additionally, most development is taking place in the central area which suffers from poor air quality linked to traffic emissions. This ultimately affects resident health, particularly in more vulnerable groups such as the young and elderly. Notably, the strategy for accessible development seeks to reduce reliance on private vehicles which in turn should support improved air quality in the central area. This is also supported by Policy CY1 which seeks improved access to sustainable transport options, and improvements to the road network, as well as Policy CE9 which seeks to extend and improve green infrastructure networks (which in turn support air quality objectives) and Policy HN12 which recognises improving air quality as a key aspect for planning for healthy neighbourhoods.
- 9.52 Wider plan policies which seek to raise Birmingham's profile as an International City (Policy PG2), move towards net zero and improve climate resilience (Policy CE1), improve flood risk (Policy CE7), increase biodiversity (Policy CE9, CE10, CE11), protect the historic environment and local character (Policy CE16), and deliver new jobs, new open spaces, improved active travel opportunities, new services and facilities, and wider economic growth (including retail and tourism growth) will also contribute to wider determinants of health and deliver positive effects in this respect.
- 9.53 With regards to healthcare facilities, the Plan acknowledges that development should contribute funding towards new and enhanced facilities. In some locations, the need for facilities is specified, for example:
- Growth Zone Policy GZ10 mentions the need for new healthcare facilities to support residential development in the Rea Valley Urban Quarter.
 - The vision for Growth Zone GZ6 is to explore opportunities for continued health care provision in and around Birmingham Children's Hospital.
 - Growth Zone Policy GZ18 recognises that the Queen Elizabeth Hospital and Health Campus will remain a major focus for medical facilities and supports opportunities for expansion.
 - Growth Zone Policy GZ11 sets out the requirement for new health care facilities to meet the significant growth in new homes as part of the Ladywood Regeneration Initiative.

9.54 Overall, the spatial strategy seeks connected development that supports healthy lifestyles and active travel opportunities, and provides residents with good access to healthcare services, employment and recreational opportunities, affordable housing, and nature. The policy framework seeks to ensure that future development is designed to standards that support high levels of energy efficiency, design out crime, and encourage active travel and social interaction. On this basis, **moderate positive effects** are considered most likely. To avoid negative effects arising in the longer-term, it will be important to identify how unmet housing needs will be met in the wider HMA and how this development will ensure future residents continue to be supported by high levels of accessibility, and important affordable housing contributions.

Appraisal of alternatives

9.55 The alternative identified at this stage relates to the spatial strategy, and the potential for additional Green Belt release to meet some of the unmet housing needs. Green Belt development would likely provide residents with good access to the surrounding countryside or areas of open landscape and the recreational opportunities associated with this. In particular, development would likely have good access to Sutton Park and / or could create new areas of open space as part of strategic development. Conversely, development would be less centrally located (and thus less accessible to social services and public transport).

9.56 Of note, this option would ultimately secure the delivery of more affordable housing within the city boundary, which is likely to benefit resident health in the long-term (though this might not overlap with areas that are suffering most from health inequalities). They would also present the opportunity to create new communities that are served with a range of community facilities. Enhanced / **major positive effects** are therefore associated with this alternative in relation to health and wellbeing.

SA Topic 4: Waste and resource use

Appraisal of the draft Plan

- 9.57 The proposed spatial strategy of the plan places strong emphasis on both urban intensification and regeneration to meet housing needs (with significant increases in city centre densities, targeted release of council owned city centre sites, and estate renewal schemes), making the most of brownfield land opportunities and performing positively in respect of efficient land use. The estate regeneration plans (Policy HN9) and continued council efforts to bring empty homes back into use (Policy HN6) should also contribute to improving the sustainability performance of the existing housing stock and reducing the embodied energy / resources required for new buildings and associated infrastructure.
- 9.58 Coupled with this strong emphasis on brownfield development, Policy CE3 identifies a presumption against demolition of buildings and structures with the aim of increasing the reuse and repurposing of the established built environment. In any demolition, or in developments of five or more homes, Whole Life-Cycle (WLC) assessments are required, and development proposals are required to demonstrate a WLC approach. This means these developments will need to demonstrate how they comply with waste hierarchies, retain structures and materials, and improve use of resources. This should ultimately lead to increased resource efficiency and waste management benefits.
- 9.59 Policy CE1 more broadly captures all development proposals, requiring more efficient use of energy and materials, and Policy CE2 requires all development proposals to minimise use of materials and creation of waste and promote opportunities for a circular economy. Measures to contribute to a circular economy include the use of previously developed land and buildings, reuse and recycling of materials during construction and at the end of development lifetime, prioritising the use of locally sourced and/ or sustainable materials and construction techniques, and providing adequate space to encourage greater levels of re-use and recycling by residents and occupiers.
- 9.60 In terms of the handling of waste, part of the overall strategy (Policy PG1) is to deliver new waste facilities to increase recycling and disposal capacity and minimise the amount of waste sent to landfill. Policy CE8 outlines the parameters for sustainable waste management, including development design parameters, appropriate locations for waste treatment facilities, and expectations for new or extended facilities. Of note, the policy aligns its approach with the waste hierarchy and requires major new developments to submit a Waste Strategy Statement as part of their proposals. The Plan also identifies areas that are locationally suitable for waste treatment, which should help to ensure that waste can be managed in the City.
- 9.61 Policy mitigation is also provided for developments known to often lead to waste impacts locally (e.g., Gypsy and Traveller sites (Policy HN10) and hot food takeaways (Policy EC5)).
- 9.62 In relation to mineral resources, Policy CE18 identifies an approach to extract all workable minerals from development sites of greater than 5ha prior to development.

- 9.63 Whilst there are no active mineral workings in Birmingham, the policy further protects existing minerals infrastructure to ensure that minerals operations supporting the city can continue. Given this approach, any further sterilisation of mineral resources can be avoided, and no significant effects are anticipated.
- 9.64 Overall, the spatial strategy is deemed to perform particularly well in respect of efficient land use. Whilst there are some sites that are greenfield, it is a brownfield-led plan, supported by the policy framework which seeks high levels of efficiency, recycling, and reuse. The Local Plan seeks to align with the waste hierarchy and promotes a circular economy. Overall, **minor positive effects** are considered likely in relation to this SA topic.

Appraisal of alternatives

- 9.65 The alternative at this stage is identified as additional Green Belt land release to reduce the current shortfall in housing supply. This ultimately has implications for the strategy which currently performs well in respect of efficient land use. In addition to the positive effects related to urban regeneration, the alternative would lead to a large-scale loss of greenfield land (which currently forms a small percentage of the land within the city boundaries). There would be a greater requirement for materials and resources to support new development and supporting infrastructure, and there would be need to expand waste collection services. In combination, this would somewhat offset the benefits associated with regeneration and land efficiency strategies within the urban areas, and so **neutral effects** are predicted overall.

SA Topic 5: Economy and employment

Appraisal of the draft Plan

- 9.66 Economic plans for Birmingham are largely focused on business growth, job creation, and inward investment to support a growing resident population and strong existing economic base. The existing strategy of the Birmingham Development Plan has been successful with monitoring demonstrating an average of 10ha of new or redeveloped industrial land created each year, 129ha of new industrial land delivered within the Core Employment Areas, and a five-year supply of readily available employment land.
- 9.67 The overall approach of focusing industrial development within core locations, managing the loss of industrial uses outside these core areas, and maintaining a continued supply of readily available land is carried forward into the new plan. Policy EC1 outlines the strategy to maintain a continual supply of 67ha of industrial land readily available for development, to meet in full, the needs outlined by the HEDNA, and targeted at the identified Core Industrial Areas (Policy EC2). BCC has undertaken a review of Core Employment Areas, to better understand recent economic developments and changes (particularly reflecting the impacts of the pandemic) and reflect recent policy changes such as changes in the Use Classes Order. This has allowed for the release and repurposing of some land to contribute towards housing needs, without undermining the continued efforts to maintain core areas. Several Plan policies are proposed to support the spatial approach and identify areas with significant growth potential. This includes the growth zone policies, which promote mixed use developments, employment growth, new local centres and new homes. Significant opportunities are identified through GZ13 Bordesley Park, GZ16 Villa Park and Witton, GZ18 Greater Icknield Growth Zone, and GA6 Peddimore.
- 9.68 The Plan approach ultimately ensures continued economic development within established and connected areas of the city to support continued high levels of accessibility.
- 9.69 Birmingham benefits from an extensive network of centres, providing residents with good access to a range of shops, community facilities, services, leisure, and cultural opportunities, as well as sustainable transport options (including HS2). These centres will remain a focus for continued retail, leisure, and community development alongside housing to provide connected development. This will support the vitality and viability of centres and help to encourage more active travel and greater self-containment. Of note, the City Centre is recognised as an international centre, and in this respect Policy PG2 seeks to maintain and enhance Birmingham's profile and position both nationally and internationally, and as the economic capital of the West Midlands region. This should ultimately retain key industries and continue to promote inward investment, especially in light of ongoing infrastructure upgrades (HS2) enhancing connections between major cities like Birmingham and London. This will also continue to support the tourism offer and attraction, the expansion of which is permitted (as appropriate) through Policy EC6.
- 9.70 Further of note, higher educational institutions, such as the five main universities in Birmingham, provide an appropriately trained workforce for growth in the local economy.

- 9.71 The plan provides a permissive framework that allows appropriate growth in higher educational facilities to ensure this continued economic support (Policy HN11). Also of note, are the actions to link high-quality design standards, climate objectives, and sustainability goals with economic opportunities, to maximise benefits and climate resilience, and to continue investment in green infrastructure networks and urban greening to maximise the economic benefits arising from this (Policies PG3, HN12, and CE1, CE12).
- 9.72 Further Plan policies which support economic prosperity include those which promote the cultural and historic value of Birmingham, which can attract visitors and businesses to the City (Policy CE16), improvements to digital infrastructure (CY6).
- 9.73 With regards to housing delivery, a significant amount is proposed within the City, which should help to support the workforce needed for economic growth. It will place many new homes in accessible locations to jobs and create significant employment in construction in itself. However, it is recognised that there is a considerable shortfall in housing across the authority area. Failing to meet such needs could arguably offset some of the positive aspects of the Plan with regards to the economy. Not only could there be some shortage of suitable accommodation for the workforce (particularly larger homes that may attract a particular demographic), but it also limits economic activity on the peripheral parts of Birmingham.
- 9.74 Overall, the plan is considered likely to lead to positive effects in respect of this SA topic, particularly given the identified continual employment land supply and policy framework that supports continued economic growth across industrial areas, retail and leisure centres, and local centres to support a growing resident population and growing local workforce. A potential shortage of homes puts some doubt onto the significance of effects, and so only **moderate positives** are predicted. These uncertainties could be removed and positive effects enhanced should housing need be addressed at a sub-regional level, but this is beyond the influence of this Plan itself.

Appraisal of alternatives

- 9.75 With respect of the alternative identified at this stage (further Green Belt release), given that employment and economic growth needs are being met in full through the proposed strategy, no significant direct effects are considered likely in terms of employment land provision. Additional housing growth in these areas are outside of, and more distant from, core economic and employment areas, and thus residents will face lower levels of accessibility unless supported by additional economic and employment growth within the Green Belt. However, it should be acknowledged that provision of a higher amount of homes will inherently boost the economy by creating / sustaining more jobs in construction, and also by providing a wider range of accommodation to support a diverse workforce. The release of land in the Green Belt for housing may also reduce some pressures to release land that is currently used for employment uses. Overall, the alternative performs more positively compared to the draft Plan and **major positive effects** are recorded.

SA Topic 6: Air quality

Appraisal of the draft Plan

- 9.76 Birmingham notably suffers from poor air quality across the whole city area (linked to traffic emissions), and ultimately any growth strategy is likely to impact efforts to improve air quality by increased road traffic pressures. Though the whole of the City is designated as an AQMA, the central City locations tend to contain more monitoring locations where there are exceedances of pollutants recorded.
- 9.77 The proposed spatial strategy will focus development in the most accessible and well-connected areas of the city (primarily through increased densities, city centre sites, and estate renewal), which in turn can support residents with more sustainable transport choices, including active travel opportunities. By reducing reliance on the private vehicle, the plan can reduce road traffic impacts and indirectly support long-term air quality improvement objectives. This is further supported by policies such as Policies CY1 CY2, CY3, and CY6 which seek to address air quality problems and further improve sustainable transport networks, particularly active travel opportunities, public transport, and modes of transport that reduce carbon emissions and improve air quality.
- 9.78 Several specific improvements to public transport networks are highlighted that would be positive in terms of reducing car based transport (with associated air pollution) including:
- Extending tram services and potential opening of new stops to help support growth zone development.
 - Reopening passenger rail services.
 - Enhancing walking and cycling routes.
 - Wayfinding enhancements.
 - Traffic management measures such as one-way streets.
 - Greater use of low and zero-carbon modes of transport for last mile deliveries
- 9.79 The supporting policy framework recognises actions to improve air quality as part of planning for healthy neighbourhoods (Policy HN12), and requires appropriate assessments prior to development, including whole life cycle assessments (Policy CE4). Furthermore, the emphasis on urban greening (Policy CE12) and extended green infrastructure networks (Policy CE9) as well as the wider efforts to achieve net zero will also contribute to air quality objectives.
- 9.80 Several site specific requirements also mention the need to implement measures that will contribute to managing air quality including walking and cycling links and additional green infrastructure.
- 9.81 Despite the positive measures identified, it is important to note that a large amount of proposed growth is within the central areas of the City where monitoring data suggest that exceedances of air pollution thresholds are likely. This puts a greater amount of new homes in areas at risk of poor air quality.

9.82 Overall, the actions of the local plan provide support to the air quality action plan and contribute to improving Birmingham's air quality and move to net zero. There are notable efforts through the spatial strategy to locate future growth in the most accessible locations in the city and change the travel habits that lead to deteriorating air quality in the first place. These are positive measures, but there is a likely increase in vehicle movements and traffic as a result of continued growth, both in housing and employment development (though it should be acknowledged that this would be the case in the absence of a new plan). There is also likely to be more homes located in areas with poorer air quality, particularly in the short to medium term before measures to drive down emissions have been fully implemented. As a result, the positive elements of the Plan are considered likely to be offset, leaving **neutral effects** overall.

Appraisal of alternatives

9.83 Additional growth in the Green Belt will likely be less well-connected to existing active travel and public transport infrastructure, resulting in a higher dependency on the private car. Whilst it is recognised that development at larger sites could be accompanied by new sustainable transport infrastructure, this is unlikely to be at the same scale as that within the city centre and other established urban centres across the Plan area. There is also likely to be a greater need to travel further for work opportunities and higher order services. This would contribute to transport based emissions along routes throughout Birmingham, which could have some negative effects in the short to medium term. Due to this, the alternative has the potential to lead to residual **minor negative effects** in relation to air quality objectives, despite other positive features of the strategy still being in place. A change in behaviours and uptake of electric vehicles in the longer could mean that these effects are only temporary though.

SA Topic 7: Water quality

Appraisal of the draft Plan

- 9.84 By primarily utilising previously developed land in the city centre and urban centres, the spatial strategy supports the use of brownfield land. This will lead to positive impacts for water quality, as underutilised brownfield sites can be improved in terms of their ability to sustainably manage surface runoff, including by utilising sustainable drainage systems (SuDS). However, it is recognised that there is potential for issues relating to infrastructure capacity, particularly given the density of development proposed – especially in the city centre. Nevertheless, this will likely be considered through statutory requirements.
- 9.85 Policy CE7 (Flood Risk Management) outlines that all development proposals will be required to manage surface water through SuDS. Not only will this minimise flood risk, but it will also improve water quality. The policy states that surface water runoff should be managed as close to its source as possible in line with the drainage hierarchy, the details of which are set out within the policy. Notably, all SuDS must protect and enhance water quality by reducing the risk of diffuse pollution by means of treating at source and including multiple treatment trains where feasible. Policy CE7 also highlights that opportunities to increase wildlife, amenity and sporting value of natural water features and canals will be encouraged provided that there is no adverse impact on water quality.
- 9.86 More broadly, Policy CE17 (The Canal Network) outlines that development proposals, including development backing onto the canals, as well as residential and commercial moorings and facilities for boaters on canals, will only be supported where they do not lead to adverse impacts on water quality. In addition, Policy CE1 (Climate Change) outlines the council's plan for increasing Birmingham's capacity for water conservation and sustainable drainage. Specifically, the policy states that new development must be accompanied by a Sustainability Statement, which must include – amongst other things – a water efficiency statement. Finally, Policy HN10 (Gypsies, Travellers and Travelling Showpeople) states that proposals for accommodation for Gypsies, Roma, Travellers and Travelling Showpeople – outside of the sites allocated through the plan – will be permitted where they meet the criteria set out within the policy. This includes the need for the site to be served by essential services such as mains water, sewerage and power and waste disposal.
- 9.87 It is noted that policies that aim to increase the cover of green spaces and GI across Birmingham are likely to lead to positive impacts on water quality. In this respect, Policies CE9 (Green Infrastructure and Nature Recovery Network), CE12 (Urban Greening Factor), and CE13 (Open Spaces) perform well.
- 9.88 Served by both Severn Trent and South Staffs, water resources in Birmingham have been planned for over the next couple decades, to meet the resident needs of a growing population within the wider catchment areas. To support future needs, Severn Trent are investing in new abstraction sources, South Staffs are investing in two existing major water treatment works and both water companies are maintaining efforts to improve water efficiency, reduce leakage, and improve monitoring.

- 9.89 The Local Plan supports these efforts, particularly those to improve water efficiency, by identifying design requirements for new development. Policy CE2 states that major residential developments should aim for no more than 100 litres per person per day through the incorporation of water saving features. Furthermore, the application of sustainable drainage systems will also help to reduce surface water loadings on the existing sewerage network, reduce the risk of sewer flooding, and free up capacity in wastewater treatment works. Development proposals are expected to demonstrate how they contribute to increasing Birmingham's capacity for water conservation and sustainable drainage and prioritise nature-based solutions (maximising the potential for multiple benefits) (Policy CE7).
- 9.90 None of the sites proposed for allocation fall within Groundwater Source Protection Zone 1. Six sites fall within zone 2, and 23 fall within zone 3. Policy CE7 includes a general requirement to ensure that water quality is not affected negatively by development, which should help to manage risks. The remediation of contaminated land on a range of sites should also reduce the risk of contaminants being mobilised due to future activity on sites. These measures should help reduce effects upon water quality, including groundwater. However, it may be beneficial to refer to the need for a proportionate hydrogeological risk assessment to be carried out where sites overlap with protection zones. This would help ensure that such issues were resolved.
- 9.91 In terms of watercourses, several plan policies are proactive in their approach to the naturalisation of river courses and seeking to improve environmental quality. These should help to achieve positive long term effects.
- 9.92 To conclude, the strategy positively seeks to ensure that development incorporates appropriate water quality measures, such as the use of SuDS, and as a result, **minor positive effects** are anticipated under this SA topic. Despite this, it is recognised that infrastructure capacity could be put under strain, especially in the city centre, and in this respect an element of **uncertainty remains**.

Appraisal of alternatives

- 9.93 Development at broad locations / sites within the Green Belt are assumed to lead to further adverse impacts on water quality due to the loss of greenfield land on a relatively large scale (in the context of the majority of Birmingham being urbanised). This is because green spaces provide storage and interception of rainfall at the source and can reduce diffuse pollution.
- 9.94 Development within the Green Belt would also increase the overall need for water resources, coupled with growth in the city centre, and would likely require additional new infrastructure to manage waste water and surface water run-off. Due to this, the alternative has the potential to lead to negative effects in relation to the water quality objectives. The magnitude of effects could be tempered by green infrastructure enhancements and natural drainage systems being secured as part of new development in the Green Belt. Larger scale strategic developments may also offer good opportunities to take a catchment based natural drainage approach to managing water, which ought to reduce the significance of effects. Therefore, overall, it is considered that **minor negative effects** could arise, but there is uncertainty.

SA Topic 8: Land and soil

Appraisal of the draft Plan

- 9.95 The strong focus on the regeneration of the urban area, higher densities, and reuse of land for different purposes will serve to protect the land and soil resources that remain, particularly within the Green Belt. With the exception of one site, all of the additional sites identified in the supply are categorised as previously developed land. Of the total site area for additional opportunity sites, less than 1% (and less than 1ha) is categorised as greenfield, and this is either vacant land, open space / allotment, or ancillary residential areas. None of this constitutes best and most versatile (BMV) agricultural land.
- 9.96 There are some sites where open space/ green space will be developed, but there will be replacements and enhancements throughout the City to counteract this. Outside of the open spaces identified for partial redevelopment, Policy CE13 (Open Space) seeks to protect the remaining open space from development. It only permits development of open space in certain circumstances. For example, where the open space is demonstrated to be surplus to requirement; the open space will be replaced by a similar open space which will be of at least equivalent accessibility, quality and size; the open space is underused; the development is for alternative sport or recreational provision; the open space is small and has limited public recreational function; or it is in the public interest. In this respect, the policy framework successfully protects valued open space.
- 9.97 More broadly, Policy PG3 (Place-Making) outlines that new development must make best use of existing buildings and consider the efficient use of land, which will have positive implications for land and soil resources. In addition, Policy HN4 (Residential Density) states that new housing in the city centre should have a density of 400 dpa, whilst new housing in the urban centres should have a density of 70 dpa. For both the city centre and urban centres, new housing should be located in and within 400m of the centre; and for the urban centres it should be well served by public transport.
- 9.98 A density of 40 dpa will be expected outside of the city centre and urban centres. By delivering high density development in the existing built-up areas of the plan area, primarily utilising brownfield land, the policy framework performs very well in respect of soil and land.
- 9.99 Where there is a loss of soil resources, this relates to already allocated sites such as Langley SUE. The accompanying policy (GA5) does however seek to ensure that impacts on soil resources are minimised.
- 9.100 The Plan further seeks to ensure efficient use of land and soil resources through Policy CE2, which requires the reuse and recycling of materials including those that arise from demolition and refurbishment.
- 9.101 To conclude, the strategy positively seeks to avoid development on greenfield land, including in the Green Belt, and as a result, **moderate positive effects** are anticipated under this SA topic. Despite this, it is recognised that the draft Local Plan fails to explicitly mention the importance of productive agricultural land, including BMV land, and in this respect, there is room for improvement.

Appraisal of alternatives

- 9.102 Development at the sites / broad locations that have been identified within the Green Belt would be assumed to lead to further adverse impacts on land and soil (given that it will lead to the loss of these resources on a relatively large scale).
- 9.103 The majority of remaining Green Belt land in question is identified as Grade 3 agricultural land. It is uncertain what percentage of this is Grade 3a or 3b, but post 1988 surveys show that there is likely to be a mix of both categories. Regardless, development would ultimately lead to the permanent loss of valuable soil resources, with adverse impacts on agriculture in some part. Due to this, the alternative has the potential to lead to permanent significant negative effects in relation to the land and soil objectives. It should be acknowledged that this approach would still focus considerable redevelopment on brownfield sites and would still promote the reuse of buildings. This would temper the negative effects of Green Belt release somewhat, so that overall, **neutral effects** are concluded.

SA Topic 9: Achieving zero carbon living

Appraisal of the draft Plan

- 9.104 By locating development in the urban centres, including Birmingham city centre in particular, the spatial strategy locates development in the most sustainable locations, close to the best active travel and public transport networks, and in this respect, it should help to reduce greenhouse gas (GHG) emissions associated with transport.
- 9.105 The strategy also involves high density development in urban locations, which typically are less resource intensive during occupation compared to less dense, larger homes in peripheral locations. The locations for growth are also located in areas that ought to be able to capitalise on existing and potentially expanding district energy schemes, of which there are several established successful schemes in the city centre. This could help to ensure that carbon emissions associated with new development are further minimised, particularly in growth zones that are close to existing schemes at Broad Street and Birmingham New Street. It is recommended that growth zone policies recognise these opportunities and seek to proactively expand networks if feasible.
- 9.106 In terms of minimising other sources of GHG emissions, the policy framework – which is outlined below – performs well by focusing several policies on net zero, resilience and whole life cycle assessments.
- 9.107 Policy CE1 (Climate Change Principles) supports actions to reduce GHG emissions, with the goal of achieving significant reductions in emissions. This will be achieved by minimising embodied and operational emissions by a) reducing consumption of resources, the use of low carbon energy sources, c) adoption a whole life cycle approach and d) offsetting as a last resort.
- 9.108 Policy CE6 provides further detail in regard to the reduction of carbon emissions and sets the requirement for new development to be accompanied by an energy statement that demonstrates how emissions will be minimised (hopefully to zero operational emissions).

- 9.109 This policy is also helpful in ensuring that new development explores the potential to incorporate renewable and low carbon energy generation, including by linking to heat networks and expanding networks.
- 9.110 Policy CE2 recognises the benefits of wider sustainable construction measures relation to water efficiency, waste, minerals and materials. Applying challenging targets in relation to sustainability will also help to further drive down greenhouse gas emissions.
- 9.111 Policy CE3 (Whole Life-Cycle Carbon) outlines that the plan presumes against the demolition of buildings and structures; instead it aims to increase the reuse and repurposing of the built environment unless it can be demonstrated that the retention of a building or structure poses a significant risk to health and safety. A whole life-cycle assessment will be required for development proposals that a) involve the demolition of a building or structure over 250m²; b) will deliver 5 or more buildings and/or structures); and c) involve more than one development phase. The assessment requires development proposals to demonstrate how its location and design comply with energy, carbon, transport, and waste hierarchies; and how they minimise embodied emissions.
- 9.112 In addition to this, development proposals will be required to provide an assessment considering different design options based on the carbon hierarchy. This is to demonstrate the design stage actions taken to reduce embodied carbon and maximise opportunities for reuse of existing assets and materials rather than demolition and new built.
- 9.113 Policy CE4 (Retrofitting Existing Buildings) reiterates the Council's position in relation to the avoidance of demolition and is supportive of proposals that will improve the energy performance of existing buildings, provided there are no conflicts with national policy. This further demonstrates that the spatial strategy is likely to help tackle climate change mitigation rather than lead to significant increases in energy usage and carbon emissions.
- 9.114 The Local Plan supports the city-wide growth of local energy systems to decarbonise new development through Policy CE5 (Renewable Energy Networks and Shared Energy Schemes). This policy encourages the development of heat networks and associated infrastructure; it also addresses development proposals that fall inside and outside of future designated Heat Network Zones. Policy CE5 also encourages development proposals that support the deployment of Smart Grids and Micro Grids that meet the criteria set out within the policy; this includes enhancing energy efficiency and supporting EV infrastructure. Finally, the policy outlines its support for community-led energy schemes as a critical element of Birmingham achieving net zero.
- 9.115 In terms of issues related to climate change adaptation outside of flooding, which is covered in the section below, the draft Local Plan provides sufficient coverage of this throughout the policy framework. For example, Policy CE4 (Retrofitting Existing Buildings) encourages interventions to improve the resilience of existing buildings to climate change. Similarly, Policy CE2 (Sustainable Design and Construction) outlines that proposals will be required to demonstrate an optimised approach to climate change resilience. Finally, Policy CE5, which supports the deployment of Smart Grids and Micro Grids, as outlined above, aims to enhance the resilience of the grid against climate change impacts and other potential disruptions.

9.116 The strong focus on green infrastructure enhancement across several plan policies is also likely to bring benefits in terms of resilience to heat, flooding, and resilience for the environment and species.

9.117 To conclude, the strategy positively seeks to deliver development in the most sustainable locations from a transport perspective, reducing vehicular emissions, whilst the policy framework seeks to minimise embodied and operational emissions where possible. It is also likely that per capita emissions from the built environment will be lower in denser urban locations compared to larger homes on the urban periphery which tend to be more energy intensive.

9.118 Combined with its support for renewable and low carbon energy generation and resilience to climate change, the draft Local Plan is considered likely to lead to **moderate positive effects** on climate change. Despite this, an element of **uncertainty** remains with respect to the potential for high density development to lead to strains on the transport and renewable energy networks if sufficient new infrastructure is not delivered.

Appraisal of alternatives

9.119 Development of sites / broad locations within the Green Belt is assumed to lead to adverse impacts on achieving net zero carbon living given that they are located further away from the urban areas and associated public transport hubs. Development here could ultimately lead to higher dependency on the private car and would be dependent on the delivery of new infrastructure. This is likely to generate developments with higher embodied carbon, and generally speaking, larger homes in less dense developments tend to have higher per capita emissions compared to their urban counterparts. Whilst design could seek to address the issue of per capita emissions in larger homes, this is not yet common practice.

9.120 Whilst it is recognised that large-scale development has the potential to integrate sustainable transport networks and renewable energy schemes on-site, due to starting from a 'blank canvas', these locations will remain somewhat more isolated from the city centre and other urban centres. There will also be a need to consider the potential loss of carbon sequestration functions through a change in land use.

9.121 Taking the above factors into consideration, the alternative could dilute / offset the positive effects associated with urban regeneration discussed above. As such, the overall effects are predicted to be **minor positive**.

SA Topic 10: Flooding

Appraisal of the draft Plan

9.122 Of all the additional sites proposed for development in the Plan, the majority (almost 90%) fall within Flood Zone 1 in their entirety. However, there are some sites that overlap with Flood Zones 2 and / or 3. Four of these sites are proposed for employment uses and could be made suitable despite the presence of flood risk. The remaining sites are proposed for residential development. Some of these are city centre sites that are previously developed land being promoted for regeneration and will incorporate appropriate flood risk management.

9.123 This includes several major development areas/sites being brought forward by Homes England and Birmingham City Council.

9.124 The following residential sites are noted with at least 20% of the site area falling within FZ2/3. The total amount of land affected is relatively minor (i.e. less than 30ha), and in some cases these areas could be avoided.

- Warwick Barr Major Development Site
- Edgbaston Mill Major Development Area
- Housing - Former Holbrook Tower
- Lakeside Centre, Kings Norton
- Cheapside Major Development Site
- Westwood Business Park
- River Tame Corridor
- One Stop Shopping Centre and adjacent land
- Chester Street Industrial Units
- Corner of Witton Road and Witton Lane
- Smithfield Quarter
- Lawley Middleway Major Development Site
- Tame Road industrial units
- Land Along River Tame
- Park Square B

9.125 In response to identified flood risk, Policy CE7 (Flood Risk Management) outlines that all new development should ensure that flood risk from all sources can be managed for future occupants, and that it does not contribute to increasing flood risk to surrounding land. The policy states that a Sustainable Drainage Assessment and Operation and Maintenance Plan will be required for all major developments. As part of this, developers will need to demonstrate that the disposal of surface water from the site will not exacerbate existing flooding, and that exceedance flows will be safely managed. Moreover, sustainable drainage systems (SuDS) will be required to manage surface water, to minimise flood risk and to ensure no increase in run-off rates for developments requiring a specific assessment.

9.126 Finally, natural flooding which occurs in the floodplains of rivers and streams will be managed in ways which do not place built development or sensitive uses at risk, and which helps to maintain natural river channels and surrounding environments.

9.127 There are several area specific sites that also seek to manage flood risk, with these overlapping with the areas mentioned above. For example:

- Policy GZ7 requires efforts to improve water management within the Hockley Brook Flood Zone.
- Policy GZ10 seeks to transform the River Rea to re-naturalise the river and enhance biodiversity alongside the delivery of new development opportunities.
- GZ17 mentions the need to open up the River Tame, with one of the benefits being improved flood management.

- There are site specific requirements for flood risk assessments and mitigation measures to be agreed on several sites including Wheeler Street Shopping Precinct, Tame Road Industrial Units along the River Tame, South Parade Car Park Sutton Coalfield, Albert Road/Station Road Stechford, Cheapside Major Development Site.

9.128 More broadly, Policy CE17 (The Canal Network) highlights that proposals that would have impacts upon flooding will not be supported. In addition, Policy HN12 (Healthy Neighbourhoods) requires buildings to ensure that the risk of flooding is effectively managed. In support of this, Policy CE1 (Climate Change) supports flood resilient buildings and infrastructure design for all developments.

9.129 To conclude, the strategy positively seeks to avoid development in areas at greatest risk of flooding, and where this is not possible, the policy framework suitably mitigates this through measures such as SuDS. As a result, **neutral effects** are anticipated under this SA topic.

9.130 Despite this, an element of **uncertainty remains** with respect to the potential for dense urban sites to lead to increases in surface water flooding. In this respect, there is ultimately the potential for **minor negative effects** should surface water flood risk be difficult to manage on some sites.

Appraisal of alternatives

9.131 Development at the sites/locations within the Green Belt is assumed to lead to further adverse impacts on flooding given that greenfield development would lead to an increase in non-permeable surfaces (potentially increasing flood risk). However, it is noted that all the Green Belt sites predominately fall within Flood Zone 1. Whilst areas of medium / high surface water flood risk are more prevalent across the Green Belt sites, these areas of flood risk are largely contained within isolated channels and could be avoided through layout and design. Therefore, whilst new development in the Green Belt is unlikely to be at risk of flooding, the overall decrease in greenfield land is still likely to affect wider flood risk without mitigation in place. Due to this, the alternative has the potential to lead to **moderate negative effects** in relation to flooding objectives. As above, there is an element of **uncertainty**, given that measures could be implemented to take a proactive approach to flood management in greenfield developments.

SA Topic 11: Historic environment

Appraisal of the draft Plan

9.132 As the majority of sites and locations identified for development through the draft Plan are directed to the urban centres, with most being directed to the City Centre, there is potential for significant effects under this SA topic. This is because significant increases in densities are proposed in the historic City Centre, which contains numerous designated and non-designated heritage assets. Whilst the largest sites are most likely to lead to the most significant effects on heritage assets over a wider area, this depends to a degree on topography and screening, as well as the detailed design and layout of development. The following sites are noted as being within close proximity to designated heritage assets:

- Two sites (3034 and 2845) overlap with Scheduled Monuments and / or are within close proximity to a listed building. However, these are currently developed sites and used for industrial and retail. Their regeneration for housing is therefore unlikely to give rise to negative effects.
- Site 2811 (Tally Ho) is adjacent to Cannon Hill Park and contains the grade 2 listed Statue of Sir Robert Peel. Site 2855 is also nearby and also falls within Cannon Hill Park. The Tally Ho site is already built-up and a high quality redevelopment is unlikely have negative effects on the setting of Cannon Hill Park. It is presumed that the statue will be retained as part of any development to acknowledge the former use of the police training centre. However, this could be made more certain through the site requirements. Site 2855 is currently vacant land and its development will likely improve the amenity and public realm between Cannon Hill Park and surrounding areas, which is positive.
- Warrick Barr Major Development Site contains three Grade 2 listed buildings (122, Fazeley Street B5, Canal Side Warehouse With Stop Lock And Dock, Warwick Bar, Warwick And Birmingham Canal, Ringway Engineering Service Company). These assets would not be lost to development, but there is potential for effects on their setting. It would be beneficial to set some strategic principles for the site to guide the master planning process and ensure that negative effects are avoided.
- A further ten opportunity sites overlap directly with the following Grade 2 listed buildings:
 - **Taylor and Challen Ltd** - This falls within an opportunity area for housing development. The building is currently in a poor condition externally and it would be expected that development would retain and enhance the appearance of the building. It is not likely that this would be demolished, rather it would be repurposed, and so positive effects ought to arise as a result of redevelopment.
 - **Church of St Michael and Former Powell's Gun Shop** – These two listed buildings both fall within the Martineau Place and Carrs Lane opportunity site. It is likely that these would be retained as part of development, but it would be beneficial to provide policy direction to this effect.
 - **Witton Lane, Tramway Depot** – A development site opportunity for residential has been identified which contains the listed Tramway Depot. Much of the development site is a surface level car park, which does not contribute positively to the setting of the listed building. Development of a suitable scale and design in this location should therefore have neutral effects. It is likely that the Depot itself would be retained as part of development, but it would be beneficial to provide policy direction to ensure this.
 - **45 and 45a Frederick Street** – This is an existing building used for a small business. Whilst the physical appearance of the building would be unlikely to be negatively affected, a change in use would

alter its character in as far as it would no longer contribute to the areas industrial and commercial heritage. These are minor effects.

- **11-16 Tenby Street North** – These buildings form an important frontage to the street and represent the areas industrial heritage. The listed building would be retained through development, and the car park to the rear would involve additional buildings. The car park does not contribute to the historical significance of the buildings, and therefore it is anticipated that development will have neutral effects
- **97-100 Albion Street and Gwenda Works** – These buildings fall within an opportunity site for housing development. It is likely that the buildings would be maintained, rather than demolished, at the very least facades would be maintained and restored. Therefore, effects would likely be neutral or positive.
- **Pelican Works** – This listed building falls within an opportunity site for residential development. The site is in a state of disrepair and could continue to decline without finding an active use. There is a presumption the building will be repurposed, rather than being demolished or significantly altered. Redevelopment is therefore likely to have positive effects on the condition of the building (which is also likely to have positive effects on the character of the Conservation Area within which it falls.
- **Lodge to Rotton Park Reservoir** – The Former Tower Ballroom Site contains this Grade 2 listed building on its periphery. Much of the land on site is vacant / derelict and the former buildings are in a poor state. Provided that the building is retained as part of redevelopment, it is likely that effects on its setting would be limited/positive. It is recommended that visibility toward the reservoir should be maintained, and green infrastructure is integral to site design.
- **5 Bell Lane** – This listed building falls within the Prices Square and Bell Lane. It is likely that the building itself would be retained as part of development, but it would be beneficial to provide policy direction to ensure this.

9.133 Though there are strategic / broad policies that seek to protect heritage and a presumption against demolition, it may be useful to develop site specific requirements for the sites identified above to address potential impacts on buildings and their settings.

9.134 Twenty eight additional sites are within close proximity (i.e. within 30m) of Grade 2 or Grade 2* designated heritage assets, and so have potential to affect their setting. In addition, whilst the majority (over 80%) of opportunity sites are not immediately adjacent to designated heritage assets, there are cumulative effects to consider such as increased traffic, tall buildings and a change in character.

9.135 In this context, the plan sets out a range of measures to avoid negative effects and maximise positives, which are discussed below.

9.136 CE16 (Historic Environment) is the principal policy for managing effects on heritage. It builds upon requirements in the NPPF to set out a range of locally specific features that need to be considered, protected and enhanced through development. This should help to protect a wider range of features that are important to Birmingham's history and its 'story', rather than simply protecting designated heritage assets.

9.137 It is also important to protect the identity of neighbourhoods beyond their physical appearance. For example, the Jewellery Quarter's character is partly based upon the presence of small scale industries and small workshops. It is important to ensure that land use changes do not lead to such uses being permanently displaced and changing the dynamic of locations negatively. In this respect, PG4 is positive as it mentions the importance of the Jewellery Quarter and the provisions within the Neighbourhood Plan. Policy EC4 is also positive as it states that independent and niche businesses which define certain locations are to be continued to be supported

9.138 Several Growth Zone policy aims and Site Specific Requirements provide further direction for development across the City, to build upon the principles of CE16 and other general plan policies. For example:

- GZ3 sets out the requirement for the locally listed Former Duddeston Wagon Works to be brought back into use as part of development.
- GZ5 requires that development respects and celebrates the historic parts of the Gun Quarter.
- GZ7 sets out the need for wider development across the Newtown area to re-purpose existing heritage assets including listed and locally important buildings and features.
- GZ10 seeks for development to build on Cheapside's historic character and identity.
- GZ16 recognises the importance of Aston Park and Aston Hall and seeks to enhance the role of Aston Park as an integral part of the areas character. Likewise, it will be important to protect the role of important historic buildings on Witton Road.
- GZ17 highlights the need to repurpose the locally listed former Hare of the Dog public house. Community or commercial uses will be supported, which also ensures that the building retains its role as an important focal point.
- GZ18 highlights the need to protect the unique character, history and natural environment of Edgbaston Reservoir and to re-use listed and locally important buildings in an appropriate way.
- Hockley Port Basin site requirements recognise the importance of non-designated heritage assets and requires a number of measures to ensure that development respects Hockley's industrial heritage.

- Bill House Site Requirements will help to ensure that enhancements to the environment within the gateway of Soho and Lozells Conservation Area respects and retains important historic features.
- City Hospital Site Requirements highlights the need for the Gothic Infirmary frontage building to be retained.
- Site Requirements for Tame Road Industrial Units along the River Tame stipulate that proposals should positively incorporate the non-designated heritage assets within the site.
- Great Brook Street Site Requirements highlight the need for proposals to take account of identified local heritage assets.
- Site Requirements for H-Suite Edgbaston states that all development must be of high-quality, contemporary design to protect and enhance the character of the reservoir and dam, and the setting of heritage assets.
- Site Requirements for the Former Muhammed Ali Sports Centre and Surroundings state that the Grade II Listed heritage assets of Icknield Street School and Albion Place need to be protected and enhanced.
- Site Requirements for Holland Road West Industrial Units must include the retention of the former Post Office locally listed building.
- Site Requirements for Nechells Community Centre require consideration be given to the setting of adjacent locally important buildings.
- Site Requirements for Great Brook Street highlights the need to incorporate locally listed buildings into development and also provides direction on suitable heights in light of these assets.

9.139 There is a presumption against the demolition of buildings, and this is reiterated in Policy CE2, which prioritises the use of previously developed land and buildings and also seeks to retain local character.

9.140 Also of relevance, Policy CE17 (The Canal Network) acknowledges the historic importance of canals, with protection provided for important groups of canal buildings and features, especially where they are listed or in a conservation area.

9.141 More broadly, Policy PG3 (Place-Making) outlines that new development must enhance local identity and sense of place through design that responds to the historical characteristics of the site and local area. In addition, Policy HN1 (New Residential Development) supports development that is sympathetic to historic assets. Finally, Policy CE4 (Retrofitting Existing Buildings) states that the council will encourage improvements in energy efficiency where it is demonstrated that it will not lead to adverse impacts on the special characteristics of heritage assets.

To conclude, the strategy delivers development in sensitive locations from a heritage perspective, and this is likely to affect the character of the urban area in much of 'inner' Birmingham. There could be some negative effects where increased densities and tall buildings affect the setting of heritage assets and the character of areas. However, these would likely be minor and in many instances positive effects would be predicted as redevelopment ought to lead to a reduction of unused buildings and spaces and an improved public realm.

9.142 It is unlikely that important heritage features would be permanently lost, as there are a range of policy measures designed to avoid negative effects. In particular, there is a presumption against demolition, a need to respect local and designated heritage assets, and several location specific policies guiding development. Several listed buildings that fall within development sites are also in a poor condition, and therefore repurposing for residential will likely lead to positive effects by securing a long term productive use (and through physical improvements to the buildings). Without regeneration, heritage assets and their settings could continue to decline in appearance and use / condition.

9.143 The important thing is to ensure that development is respectful of character and history – which the plan seeks to achieve through a range of policies. In this respect, it is considered that cumulatively, there will be **moderate positive effects** on the historic environment.

Appraisal of alternatives

9.144 The majority of sites / locations identified within the Green Belt do not contain designated heritage assets. Therefore, it is unlikely that there will be direct effects on the historic environment in this respect (for example, through demolition). Some sites / location are also not adjacent to any designated heritage assets and are therefore unlikely to affect the setting of such features. The exception is a broad location which encompasses Fox Hill House Grade II Listed Building and Kiln and is also adjacent to Ashfurlong Hall (Grade II*). Development in this area would likely have negative effects on the setting of these assets.

9.145 Large scale development could also lead to a deterioration in the historic landscape in these locations, and the wider area (through cumulative effects). For example, there are historic field systems and records of archaeological interest across the areas involved to the north of Birmingham.

9.146 In addition, substantial development to the north of Birmingham has the potential to put additional recreational pressure on nearby Sutton Park, which is a Grade II Registered Park and Garden.

9.147 On balance, additional development in the Green Belt is considered most likely to give rise to minor negative effects. The positive effects identified for the urban areas associated with regeneration would also still arise, but there could be some increased uncertainty should green belt development mean that brownfield opportunities are not prioritised.

SA Topic 12: Natural landscape

Appraisal of the draft Plan

9.148 The spatial strategy performs well by delivering high densities of development in the City Centre and other urban centres within the plan area. This will hugely help mitigate adverse impacts on landscape character, particularly within and within proximity to the Green Belt. Nevertheless, it is noted that the spatial strategy has the potential to lead to adverse impacts on townscape character in the smaller urban centres outside of Birmingham city centre. However, it is noted that this will be mitigated to some degree through site design and layout.

9.149 The Green Belt is considered through Policy CE15 (Green Belt), which states that inappropriate development within the Green Belt will only be permitted in exceptional circumstances. The exception to this is development proposals concerning previously developed land and buildings in the Green Belt; such proposals will be assessed in relation to national planning policy.

9.150 Policy CE9 (Green Infrastructure and Nature Recovery Network) outlines the City Council's intention to maintain and expand Birmingham's Green Infrastructure (GI) Network, which includes the city's urban forest. Notably, new development will be required to protect the integrity of the GI Network and contribute to its enhancement and expansion where possible.

9.151 The city's Blue Infrastructure (BI) Network, including urban water infrastructure and habitats, will also be protected and enhanced.

9.152 Policy CE13 (Open Space) performs well from a landscape perspective as it seeks to protect open space from development. It only permits development of open space in certain circumstances. For example, where the lost site will be replaced by a similar open space which will be of at least equivalent accessibility, quality and size.

9.153 More broadly, Policy PG3 (Place-Making) outlines that new development must make multi-functional landscape and GI integral to scheme design. This is important given the urban locations of sites within the spatial strategy.

9.154 Additional detail is provided in area specific policies (e.g. growth zone policies and site requirements) which broadly seek to:

- Ensure that development is in-keeping with the current landscape.
- Create linear parks / green corridors in the growth zones with accessible landscaped walkways.
- Retention of existing trees.
- Controlling developable areas on large strategic sites and implementing landscape buffer zones.

9.155 To conclude, the strategy positively seeks to avoid development in the most sensitive locations from a landscape perspective, and positive effects are anticipated as a result. There could potentially be some minor negative effects as a result of intensification in urban areas, but a range of policies in the Plan seek to ensure that these are avoided, mitigated and wherever possible for enhancements to be secured. As such, a residual **neutral effect** is predicted.

Appraisal of alternatives

9.156 Development of the sites / locations that have been identified within the Green Belt is assumed to lead to adverse impacts on the landscape. The Green Belt currently contributes to landscape character, provides key views from nearby settlements, maintains separation between built up areas and provides open space in areas that are mostly urban. Development would ultimately lead to a deterioration in the landscape character in these locations, and the wider area, even with high quality design utilising GI and other landscape-enhancing measures.

9.157 There would still remain large amounts of Green Belt beyond the Birmingham administrative boundary, but release of Green Belt in Birmingham could mean that there are limited areas of open green space left between Birmingham and other neighbouring authorities. The sensitivity of landscape character and the function of the Green Belt would need to be explored in more detail to understand the significance of effects, but it is likely that these would be significant negative effects in relation to landscape objectives. Alongside mixed effects on some townscapes, overall, the alternative could potentially have **moderate negative effects** on landscape and townscape objectives.

SA Topic 13: Biodiversity and geodiversity

Appraisal of the draft Plan

9.158 The majority of sites allocated through the draft Plan are directed to the urban centres, with the majority being located in the City Centre. Only a small proportion of sites are allocated elsewhere. The urban centres are not within close proximity to any internationally, nationally or locally designated sites for biodiversity, and therefore adverse impacts arising from recreational use are considered unlikely at this stage. Nevertheless, Policy CE10 (Biodiversity and Geodiversity) seeks to maintain, enhance and restore sites of national and local importance for biodiversity and geodiversity in line with the mitigation hierarchy. The policy outlines that habitats should be protected by appropriate buffers and, if necessary, barriers in order to prevent adverse impacts, including those arising from recreational use. It also highlights the importance of ecological connectivity by ensuring that development that would lead to habitat fragmentation does not take place.

9.159 Of all the sites included in the strategy, none are within 8.5km of a European protected site, with the majority being over 10km. In terms of cumulative effects it is considered unlikely that there will be significant effects on European sites, but this will need to be confirmed through a HRA screening assessment.

9.160 Of all the proposed site allocations and other opportunity sites only 10 are located within 1km of a SSSI. None are within 300m of a SSSI.

9.161 Of these sites, several are close to Sutton Park SSSI and National Nature Reserve, with a combined land area of approximately 10ha and promoted capacity of around 850 new homes. Residents from these homes should have good access to use the park regularly for recreation. This could cause additional potential for littering and pollution, and disturbance to wildlife. There are already measures in place to manage such impacts (outside of the planning process), so it is considered unlikely that a small increase in local population would lead to significant effects (given the substantial number of visitors the park already attracts). Such effects should also be addressed through the planning policy framework in the Plan, which requires new development to protect and enhance biodiversity. It is also noted that the sites involved are brownfield and therefore, there is unlikely to be any displacement of existing natural greenspaces that are used for recreation or by species directly.

9.162 Several sites are also within 1km of the Edgbaston Pool SSSI. In combination these have a promoted capacity for housing of approximately 600 new homes on 5ha of land in total. These are brownfield sites and will not lead to the displacement of any existing natural greenspaces used for recreation.

9.163 The new homes would be in close proximity to the SSSI and could potentially be drawn to use it for recreation. However, there is a charge to access the site, and it is therefore unlikely to see a significant increase in local visitation due to new residents.

9.164 No sites overlap with ancient woodland, but it is noted that eight sites fall within 800m of such habitat. Of these sites, there is a total land area of 7.6ha and combined capacity of around 630 new homes. The sites are not sufficiently close to cause direct damage to the ancient woodlands through construction, or a permanent change to land use that would directly disturb species using the habitats. However, it is likely there would be some increased recreational pressures that could have some minor negative effects. Though the wooded areas in question are publicly accessible, the amount of additional pressure likely to arise in one location is very low given the dispersed nature of the housing sites. Therefore, significant effects are considered unlikely.

9.165 Sites of importance for nature conservation (SINCs) are widespread across Birmingham, but the majority of development opportunities do not directly overlap with such areas (i.e. over 98% of sites). Where there is overlap with new housing allocations / growth zone opportunities, it is open space / playing fields. There is likely to be some biodiversity value here, but policies in the Plan require mitigation and enhancement, so effects are unlikely to be significant in this respect.

9.166 A larger proportion of the sites proposed for housing or employment overlap with 'Sites of Local Importance for Nature Conservation', with the following locations seeing multiple sites overlapping or directly adjacent to these sites.

- Birmingham canal
- Rea Valley / River Rea
- Tame Valley
- Birmingham and Fazely Canal
- Project Kingfisher
- Worcester and Birmingham Canal

9.167 The land involved for development is mostly cleared vacant land and / or former industrial uses, and there is unlikely to be a direct loss of habitat. There could be some disturbance to wildlife along these wider corridors, but more likely is that development could lead to enhancements in the environment (given that this is a focus and requirement of several policies in the Plan).

9.168 The potential for Biodiversity Net Gain (BNG) on dense urban sites is unclear at this stage. However, Policy CE10 outlines that all development proposals, including those that are exempt from mandatory BNG requirements, must provide biodiversity and geodiversity enhancement measures that are appropriate to the nature and scale of the development.

9.169 In support of this, Policy CE11 (Biodiversity Net Gain) states that new developments must provide a minimum of 10% BNG. This will be established using DEFRA's Biodiversity Metric. Notably, new developments must deliver BNG on site, unless there is robust evidence that this is not feasible. In this case, BNG will need to be delivered off site as an alternative (which could present benefits for strategic opportunity sites).

9.170 There is also a need for watercourses to be protected and enhanced and the need to apply appropriate buffer zones and barriers between new development and important habitats.

9.171 More broadly, urban greening at major developments will be achieved through Policy CE12 (Urban Greening Factor). Residential developments will be required to achieve a minimum urban greening factor score of 0.4, whilst Class E, B2, B8, F or sui generis uses will be required to achieve a minimum score of 0.3. In addition, Policy PG3 (Place-Making) outlines that new development must maximise the restoration and enhancement of biodiversity and the delivery of BNG.

9.172 CE9 is also an important policy with regards to biodiversity as it seeks to protect and enhance green and blue infrastructure networks. This will involve consideration of the biodiversity value of green infrastructure and makes specific reference for the need to re-naturalise watercourses, which is particularly beneficial for water quality and any reliant species.

9.173 In addition to the broad policies that cover development in all locations, there are several spatially specific policies that also mention the need to secure enhancements to biodiversity. Of note are the growth zone policies that seek to secure green infrastructure improvements, which could help to strengthen wildlife corridors. For example:

- PG3 (Central Birmingham), seeks to deliver a greener, bio-diverse, and climate resilient environment.
- GZ18 seeks to achieve biodiversity enhancement along canals.
- Green infrastructure needs to be incorporated into development through site specific requirements. This includes tree planting, landscaping, etc.
- GA5 reiterates the need for the Langley SUE to deliver ecological improvements on site and linking with the wider Green Belt.

9.174 To conclude, the strategy positively seeks to avoid development in the most sensitive locations from a biodiversity perspective, and there are several policies promoting / requiring enhancements to biodiversity features and networks. Where growth is relatively close to biodiversity habitats, the potential for negative effects is considered to be low due to the mitigation measures outlined within the policy framework and the low magnitude of impacts. As a result, it is predicted that **moderate positive effects** would arise as a result of the draft plan. Despite this, an element of **uncertainty remains** with respect to the potential for dense urban sites to deliver the required level of BNG. In this respect, there is ultimately the potential for the positive effects to be diluted and / or delivered outside of the urban areas (though benefits for Birmingham overall would still be achieved).

Appraisal of alternatives

- 9.175 Development at the sites / locations within the Green Belt is assumed to lead to adverse impacts on biodiversity and geodiversity given that the Green Belt currently contributes to local biodiversity, providing a habitat for numerous species (in particular there are pockets of woodland). Development here could ultimately lead to a degree of habitat fragmentation, even with green infrastructure and other mitigation measures delivered on-site.
- 9.176 Due to this, the alternative has the potential to lead to negative effects in relation to biodiversity objectives. However, it should be acknowledged that there may be potential to achieve higher levels of biodiversity net gain on some sites outside of the urban areas, which presents a possible longer-term opportunity.
- 9.177 Release of Green Belt could also lead to a significant increase in residents close to Sutton Park SSSI, which would likely bring substantial recreational pressure to an already busy location. In one respect, this could bring about negative effects, whereas on the other hand it could bring an opportunity for a new recreational space to be delivered as part of a strategic development. This would help alleviate pressure on the SSSI as well as providing space for new habitats.
- 9.178 However, this would very much be dependent upon a green infrastructure led approach to development and the commitment to significant new area of open space and biodiversity net gain. At this stage, this is an uncertainty. On balance, **minor positive effects** are predicted overall, factoring into account the potential negative effects of development, but these being offset to an extent by good opportunities for mitigation and enhancement.

SA Topic 14: Accessibility and transport

Appraisal of the draft Plan

- 9.179 As noted in the draft Local Plan, the A4540 orbital 'ring road' forms a boundary to the city centre. The radial routes provide areas prime for corridors of sustainable higher density development and links to many of the city's local centres. The spatial strategy performs well in this respect, locating a significant proportion of development both within this ring road, and along its radial routes. This part of the city is best served by public transport, with many services and facilities accessible via active travel (walking and cycling). This should reduce the use of the private car, with positive knock-on effects for the health of residents in the city centre.
- 9.180 The City's Strategic Highway Network comprises the M6 and A38(M) Aston Expressway, which connects road users directly to the City Centre (via the Tame Valley Viaduct and the Spaghetti Junction) and the A road primary route network, which is generally characterized by key corridors radiating out from the City Centre. These link the City to the national motorway network via the M5, M6 and M42 (which form the Birmingham Motorway Box / Orbital) as well as the M6 Toll and M40. The draft Local Plan outlines that these roads will continue to be managed in ways to maintain their capacity so that longer distance travel can use A-roads to their destination (or from their origin) within the plan area. It is anticipated that these types of trips include HGV / LGV / van deliveries, commuters and visitors.

- 9.181 The Local Plan seeks to achieve a substantial increase in development in the central parts of the City and along key transport corridors. This could potentially increase congestion, but the supporting Plan policies are likely to encourage and enable increased use of public transport, walking and cycling (offsetting increases in traffic and congestion). The key policies are discussed below.
- 9.182 Policy CY1 (A Sustainable Transport Network) forms the basis of the policy framework with regards to transport. It aims to deliver a sustainable, high quality, integrated transport system, where the most sustainable modes offer the most convenient means of travel, which should encourage its uptake. The policy outlines the four principles of the Birmingham Transport Plan, which will underpin the policy, and lists what will be required to deliver a sustainable transport network. This includes working with national, regional and local partners to lobby for interventions and policies outside of the council's control. The policy performs well in this respect.
- 9.183 Active travel is addressed through Policy CY2 (Active Travel), which prioritises the provision of safe and pleasant walking environments throughout Birmingham. The policy also encourages cycling and outlines plans for a city-wide programme of cycling infrastructure improvements.
- 9.184 It seeks to achieve this through training and behavioural change initiatives, which are proven ways of encouraging a modal shift from the private car to more sustainable modes of transport such as cycling. The policy outlines the requirement for developments to achieve 15 minute neighbourhoods, which incorporate the principles of healthy streets, pedestrianisation, safe and pleasant walking environments and accessible services.
- 9.185 Public transport is addressed through Policy CY3 (Public Transport), which recognises the importance of the bus as a mode of public transport. The council outline their plan to continue working alongside Transport for West Midlands and bus operators to improve the bus network, working under the principles of Bus Back Better – National Bus Strategy for England (2021). In terms of rail, the policy highlights that Birmingham will be the centre of future rail growth. As such, it supports the Midlands Rail Hub, which is the region's biggest and most ambitious rail improvement scheme: a £900m – £1.5bn blueprint for faster, better and more frequent connections across the Midlands.⁴ The scheme will add more than 14 million seats to the rail network each year and provide faster, more frequent or new rail links for over 30 locations, including Birmingham. Policy CY3 also supports the development and extension of metro / bus rapid transit.
- 9.186 Policy CY3 also covers HS2, outlining that the council will continue to protect land within the designated HS2 Safeguarding Area as it evolves. Though the Government have recently announced their plans to scrap HS2 Phase 2 – the Birmingham to Manchester leg – none of the safeguarded areas for this phase are within Birmingham(. Nevertheless, Phase 1 – the London to Birmingham leg – is still underway.
- 9.187 Freight is addressed through policy CY4 (Freight), which supports freight decarbonisation; freight consolidation and last mile deliveries; sustainably located freight hubs; and modal controls (i.e. restrictions on the size and type of vehicles that can access residential areas).

⁴ Midlands Connect (2023): 'Midlands Rail Hub', [online] available to access via [this link](#)

- 9.188 The plan highlights that the council will work alongside national, regional and local partners to lobby for issues outside of the council's control, these are primarily related to infrastructure funding and policies to bridge the gap to reach zero carbon by 2030 (an ambitious target).
- 9.189 Policy CY5 (Network Management) encourages the optimum use of existing highway infrastructure across all modes. The policy also prioritises investment in the highway network to support the city's sustainable transport network.
- 9.190 More broadly, Policy PG3 (Place-Making) outlines that new developments must create environments that are legible, accessible, permeable and well-connected to local services and facilities, especially through walking and cycling, and provide the necessary infrastructure to promote active travel and public transport use. In support of this, Policy HN1 (New Residential Development) supports development where it is accessible to local facilities by modes of transport other than the car. Moreover, Policy HN8 (Large-Scale Shared Accommodation) supports development proposals for large scale shared accommodation where it is located within central Birmingham where car free development is expected; has excellent public transport, walking and cycling connectivity; and is well served by local services and facilities.
- 9.191 Policies that outline similar criteria include Policy HN7 (Purpose Built Student Accommodation); Policy HN11 (Educational Facilities); Policy HN12 (Healthy Neighbourhoods); and Policy CE14 (Playing Pitches and Sports Facilities).
- 9.192 In relation to the spatial strategy, Policy HN4 (Residential Densities) outlines that new housing in the city centre should have a density of 400 dpa, whilst new housing in the urban centres should have a density of 70 dpa. For both the city centre and urban centres, new housing should be located in and within 400m of the centre; and for the urban centres it should be well served by public transport. A density of 40 dpa will be expected outside of the city centre and urban centres. Whilst this is positive in terms of active travel and public transport uptake, it could lead to capacity issues on some services, and this will need to be considered in advance.
- 9.193 In addition, Policy EC2 (Core Industrial Areas) outlines that transport infrastructure (including the movement of freight by rail) improvements will be sought.
- 9.194 In support of the broad principles for sustainable transport discussed above, the growth zone policies and site specific requirements set out the need for new developments to:
- Accommodate metro, bus and sprint services.
 - Enhancement of public transport infrastructure including expansion of metro and rail stops.
 - Supporting green, active travel corridors.
 - Improved signage, clear walking and cycling routes, and improved facilities for cycling.

9.195 Another point worth discussing is the likelihood of housing needs not being met in full. It is unclear at this stage where such needs would be accommodated, but it could possibly lead to greater requirements for commuting should people with a job in Birmingham only find suitable accommodation outside of the City. This brings an element of uncertainty.

9.196 To conclude, the strategy positively seeks to deliver development in the most sustainable locations from an accessibility and transport perspective. There is also a strong policy framework that promotes the enhancement and expansion of sustainable and active travel routes. As a result, significant positive effects are anticipated. Despite this, an element of **uncertainty remains** with respect to the potential for high density development to lead to strains on the existing transport network. Furthermore, it is possible that unmet housing needs may lead to increased commuting.

9.197 Overall, the majority of growth is likely to be sustainably located, but this is offset slightly by the likely increase in car trips. Therefore, **moderate positive effects** are concluded on balance.

Appraisal of alternatives

9.198 The sites that have been identified as available for development within the Green Belt are assumed to lead to adverse impacts on accessibility and transport given that they are located away from existing urban areas and associated public transport hubs. Development here could ultimately lead to higher dependency on the private car. Whilst it is recognised that development at the larger sites could be accompanied by new sustainable transport infrastructure, this is unlikely to be at the same scale as that within the city centre and other established urban centres across the plan area. Due to this, the alternative is likely to give rise to increased negative effects in terms of accessibility and car trips. However, given that this option is delivering a higher scale of growth in a more dispersed manner, this is not unexpected.

9.199 Overall, **minor positive effects** are predicted, reflecting that a large amount of growth will be extremely accessible and encourage sustainable and active travel, but also acknowledging some poorer access on Green Belt sites and an overall higher level of vehicle trips.

Summary

The table below sets out a visual summary of the Sustainability Appraisal findings. The appraisal considers two reasonable alternatives. The first alternative is the draft Plan approach, where all the draft policies have been considered in combination to determine the overall effects across Birmingham. The second alternative involves the same plan policies but presumes that there would be additional Green Belt release to meet a greater proportion of housing needs. Following the summary of appraisal findings, a short list of recommendations are presented for consideration by the Council before finalising the Plan.

| Appraisal Topics | The Draft Plan | Green Belt release |
|--------------------------------------|-------------------|--------------------|
| 1. Housing | Moderate positive | Major positive |
| 2. Equality, diversity and community | Major positive | Major positive |
| | Moderate negative | Minor negative |
| 3. Health and Wellbeing | Moderate positive | Major positive |
| 4. Waste and resource use | Minor positive | Neutral |
| 5. Economy and employment | Moderate positive | Major positive |
| 6. Air quality | Neutral | Minor negative |
| 7. Water quality | Minor positive | Minor negative |
| 8. Land and soil | Moderate positive | Neutral |
| 9. Zero carbon living | Moderate positive | Minor positive |
| 10. Flooding | Minor negative | Moderate negative |
| 11. Historic environment | Moderate positive | Moderate positive? |
| | Minor negative | Minor negative |
| 12. Natural landscape | Neutral | Moderate negative |
| 13. Biodiversity | Moderate positive | Minor positive |
| 14. Accessibility and transport | Moderate positive | Minor positive |

9.200 Overall, a range of effects are identified, and some uncertainty is noted at this stage. The uncertainty relates to the unmet housing needs as currently no precise locations have been identified to meet these needs in the wider Birmingham HMA. The plan therefore places high reliance on supporting housing delivery in neighbouring areas.

9.201 Despite this, the plan places a strong emphasis on regeneration and renewal, with a brownfield-led plan supported by increased densities and estate renewal. This means future residents will benefit from growth in the most accessible and connected areas of the city, with targeted efforts to improve some of the most deprived areas of the city.

- 9.202 The preferred strategy avoids any further Green Belt release which will ultimately reduce the environmental pressures associated with development and protect key greenfield land resources within the city (with the Green Belt release option notably performing worse in relation to certain SA topics in this respect). However, it recognised that Green Belt release would contribute more homes and deliver more affordable housing within the city, with secondary benefits in terms of health and wellbeing and economic growth.
- 9.203 The supporting policy framework provides a proactive approach to supporting sustainable development in the right locations and should ensure that development delivers wider benefits such as high-quality design, an improved green infrastructure network, new open spaces, job creation, improved flood defences and increased biodiversity and access to nature.
- 9.204 Though there is a focus on regeneration and reducing inequalities, there is the potential for regeneration in existing communities to have negative effects on residents and small businesses if they are displaced. The Plan policies seek to avoid such impacts, by stating that communities will need to be involved in plans for development in their areas. Therefore, it is predicted that any residual effects would be minor.
- 9.205 A number of locations and sites pinpointed for development are at risk of surface water flooding and / or falling within flood zones 2 / 3. The strategy therefore raises the potential for an increased number of new homes being at risk of flooding. This is mainly the case where industrial land is being proposed for re-purposing as residential.
- 9.206 Air quality, transportation and congestion are key issues within Birmingham. Whilst the strategy places development in very accessible locations, there is a danger that intensification could exacerbate traffic and air quality issues in the central areas. The Plan seeks to minimise negative effects through demand management, promoting sustainable transport enhancements and through environmental improvements. There are likely to be some residual negative effects though, particularly whilst developments are being built and infrastructure improvements are not finalised. Increasing growth further through Green Belt release would further add to these pressures (albeit away from the most problematic locations), which is reflected by less positive outcomes in this respect for the reasonable alternative.
- 9.207 With regards to heritage, the Plan has the potential for mixed effects. The majority of growth is directed towards locations that have historic and cultural value, which is likely to lead to changes to the built environment. It is considered unlikely that development will lead to a direct loss or damage to heritage features, particularly as there is a presumption against demolition and a need for high quality design. Several developments will also lead to the productive use of buildings and land that may otherwise face further decline. In this respect, positive effects are predicted. Where there are substantial increases in density and the repurposing of the built environment, there is potential for the character and identity of areas to be negatively affected, but the Plan seeks to minimise such issues, and so residual effects are considered minor. It is considered unlikely that additional growth in the Green Belt would lead to a significant difference in effects upon the historic environment compared to the preferred approach.

9.208 The Plan is predicted to have a positive impact in terms of addressing climate change mitigation. Increased densities and urban concentration provide the opportunity for growth to be less resource intensive, as well as taking advantage of opportunities to expand district energy schemes. There is also a presumption against demolition and the need to deliver high standards of sustainable design.

9.209 With regards to climate change resilience, it is acknowledged that there may be an increase in homes placed in areas at risk of flooding. However, development will need to mitigate potential impacts. There is also a strong focus on green infrastructure improvements throughout Birmingham, which should help to improve resilience to increased heating and flooding in the longer term.

9.210 Some uncertainties remain, which should be explored in greater detail and potential negative effects addressed. This includes the following:

- It is recommended that significant increases in growth are supported by infrastructure enhancements prior to development being completed (to ensure that pressures upon services, facilities and transport networks are managed through careful phasing).
- It would be beneficial to identify areas that could support biodiversity net gain contributions (should it not be possible for developments to achieve net gain on site). This could help to feed into a Local Nature Recovery Strategy.
- Though much of the City is urban, it would be helpful to reiterate the importance of protecting best and most versatile agricultural land where it remains.
- Provide a policy that explicitly addresses how unmet housing need may be addressed in the wider City region (with a potential trigger for a plan review should delivery rates be lower than anticipated).
- It may be beneficial to refer to the need for a proportionate hydrogeological risk assessment to be carried out where development sites overlap with groundwater source protection zones.

10. Next Steps

- 10.1 This report presents the outcomes of an interim step in the SA and plan-making process. The focus has been on identifying and appraising preferred approaches for different elements of the Plan.
- 10.2 The preferred Plan at this stage consists of a spatial strategy and a range of supporting policies that have been informed by previous stages of plan making (including consideration of a range of issues and options). In terms of alternatives (to the preferred Plan) only one has been identified as reasonable at this stage (bearing in mind that a range of higher level options were tested in the SA at previous stages).
- 10.3 The alternative is to increase the amount of housing growth being planned for through the further release of Green Belt land. All other elements of the Plan are considered consistently across both alternatives.
- 10.4 A full SA Report will be prepared to accompany the draft Plan. This will draw together all the SA outputs that have been prepared to date as well as discussing additional appraisal work that will be undertaken following consultation (on this interim SA Report and the draft Plan).
- 10.5 There may be a need to appraise further alternatives with regards to housing and employment strategy and site allocations. Factors that will be taken into account in this respect include changes / updates to evidence and consultation responses.
- 10.6 Comments on this Interim SA Report are welcomed, particularly in relation to the following elements:
 - Have an acceptable range of reasonable alternatives been considered at this stage in relation to housing growth and distribution?
 - Should alternative strategies for employment growth be explored and if so what are these?
 - Should further alternatives be tested in relation to other plan issues (bearing in mind that a wide range of issues have already been explored at issues and options stage)?
 - Do the predicted effects for the preferred Plan (and reasonable alternative) seem reasonable and justified?
 - Are there any further recommendations for mitigation and enhancement?

APPENDIX A – The SA Framework

| SA Topics | SA Objectives | Guide questions | Potential monitoring indicators | Topic in the SEA Directive |
|---|---|---|---|---|
| 1. Housing | 1a) To meet housing needs of the current and future resident and by providing decent affordable homes of right quality and type. | Will it reduce homelessness? Will it provide a mix of good quality housing, including affordable homes? | Number of people recorded as homeless Net additional dwellings. Housing mix (types, size, tenure) Net additional pitches Number of extra care homes | Human Health Material Assets Population |
| 2. Equality, diversity and community development | 2a) To promote safer communities and reduce the fear of crime and antisocial behaviour. | Will it reduce the fear of crime in all age and cultural groups? Will it reduce antisocial behaviour amongst the population? Will it promote design that discourages crime? | Community safety crime rates in the city. Serious acquisitive crime rate. Reducing arson incidents. Serious violent crime rate. The number of gun crimes committed in Birmingham. | Population Human Health |
| 2. Equality, diversity and community development | 2b) To reduce Index of Multiple Deprivation (IMD) to address poverty and help improve access to facilities and services for disadvantaged individuals and communities | Will it reduce deprivation and improve access to services and facilities? | Reduction in IMD score at ward and super output area level. | Population Human Health |

| SA Topics | SA Objectives | Guide questions | Potential monitoring indicators | Topic in the SEA Directive |
|--|---|--|---|--|
| <p>2. Equality, diversity and community development</p> | <p>2c) Ensure easy and equitable access to services, facilities and opportunities.</p> | <p>Will it improve access to services and facilities?</p> <p>Will it maintain and improve access to key services and facilities for all sectors of the population?</p> <p>Does it promote accessibility for disabled people?</p> | | <p>Population</p> <p>Material Assets</p> |
| <p>2. Equality, diversity and community development</p> | <p>2d) Support, empower and connect communities to create a healthier and just society.</p> | <p>Will it help to create a better healthier and just society?</p> <p>Will it empower and connect communities?</p> | <p>Number of schemes with adequate infrastructure to improve social inclusion and connectivity</p> <p>Number of developments/schemes taking account of health as a material asset</p> | <p>Population</p> <p>Human Health</p> |

| SA Topics | SA Objectives | Guide questions | Potential monitoring indicators | Topic in the SEA Directive |
|---------------------------------------|--|---|---|---|
| <p>3. Health and wellbeing</p> | <p>3a) To improve the health of the population and reduce health inequalities.</p> | <p>Will it improve access to health facilities and social care facilities?</p> <p>Does it help provide equitable access to health services?</p> <p>Will it encourage healthy lifestyles?</p> <p>Will it support the diverse range of health needs within the community?</p> <p>Will it contribute to a healthy living environment? (noise, odour etc?)</p> <p>Will it avoid locating development in locations that could adversely affect people's health?</p> <p>Will it improve accessibility for people with disabilities?</p> <p>Will it provide sufficient areas of accessible green multifunctional spaces?</p> <p>Will it provide opportunities for contact with nature?</p> | <p>Condition of residents general health(ONS/Local datasets)</p> <p>Change in the amount of Accessible Natural Greenspace (Natural England)</p> <p>Decent homes – council housing and RSLs.</p> <p>Percentage of the city's population having access to a natural greenspace within 400 metres of their home</p> <p>Hectares of accessible open space per 1,000 population in each ward</p> <p>Tree canopy cover in each ward (the threshold is 25%)</p> <p>Gap between the areas with the worst health and deprivation indicators and the population as a whole.</p> <p>Number of planning applications meeting ANGSt</p> <p>Number of people using parks & greenspaces after improvements</p> | <p>Population</p> <p>Human Health</p> <p>Climatic Factors</p> <p>Flora</p> <p>Fauna</p> <p>Biodiversity</p> |

| SA Topics | SA Objectives | Guide questions | Potential monitoring indicators | Topic in the SEA Directive |
|----------------------------------|--|--|---|-----------------------------------|
| 3.Health and wellbeing | 3b) To improve access and availability of sports and recreation facilities. | Will it improve accessibility and availability of sports and recreation facilities? | Number of new sports pitches or other leisure facilities delivered annually through development. | Population Human health |
| 3.Health and wellbeing | 3c). To improve access and availability to open spaces. | Will it improve access and availability of open spaces? Will it improve access and wayfinding to the local canals? | Percentage of the city's population having access to a natural greenspace within 400 metres of their home Length of greenways constructed. Hectares of accessible open space per 1,000 population | Population Human health |
| 4. Waste and resource use | 4a) Encourage and enable waste minimisation, reuse, recycling and recovery. | Will it reduce household waste generated/ head of population? Will it reduce commercial and industrial waste generated/ head of population? Will it increase rate/head of population of waste reuse and recycling? Does it divert resources away from the waste stream, including the use of recycled materials where possible? | Capacity of new waste management facilities by type (AMR). Percentage of household waste sent for reuse, recycling or composting. Municipal waste sent to landfill Residual waste per household. | Waste Climatic Factors |
| 4. Waste and resource use | 4b) To ensure efficient use of natural resources such as water and minerals. | Will it improve use of natural resources like water and minerals? | Usage of water and minerals | Population Material Assets |

| SA Topics | SA Objectives | Guide questions | Potential monitoring indicators | Topic in the SEA Directive |
|---|---|---|---|--|
| <p>5. Economy and employment</p> | <p>5a). Achieve a strong, stable and sustainable economy and prosperity for the benefit of all of Birmingham’s inhabitants.</p> | <p>Does it encourage and support a culture of enterprise and innovation, including social enterprise?</p> <p>Will it reduce unemployment, especially amongst disadvantaged groups?</p> <p>Will it improve the resilience of business and the economy?</p> <p>Will it improve economic performance in disadvantaged areas?</p> <p>Will it encourage indigenous business?</p> | <p>Vacancy rates</p> <p>Loss of employment land to other uses (AMR).</p> <p>Working age people claiming out of work benefits in the worst performing neighbourhoods.</p> <p>Number of business paying business rates</p> | <p>Population</p> <p>Material assets</p> <p>Human health</p> |
| <p>5. Economy and employment</p> | <p>5b) To achieve sustainable levels of prosperity and growth throughout the city.</p> | <p>Will it improve business development and enhance competitiveness?</p> <p>Will it promote growth in key sectors?</p> <p>Will it encourage inward investment?</p> <p>Will it make land available for business development?</p> | <p>Amount of land developed for employment by type (AMR).</p> <p>Employment land supply by type (AMR)</p> <p>Percentage of small businesses in an area showing employment growth</p> <p>Estimated new job creation</p> <p>Increased levels of investment.</p> | <p>Population</p> <p>Material assets</p> <p>Human health</p> |
| <p>5. Economy and employment</p> | <p>5c) To improve educational skills of the overall population</p> | <p>Will it improve qualifications and skills of young people and adults?</p> <p>Does it ensure that Birmingham’s workforce is equipped with the skills to</p> | <p>Working age population qualified to at least Level 2 or higher.</p> <p>Working age population qualified to at least Level 4 or higher.</p> | <p>Population</p> <p>Material assets</p> |

| SA Topics | SA Objectives | Guide questions | Potential monitoring indicators | Topic in the SEA Directive |
|---|--|--|---|--|
| | | <p>access high quality employment opportunities suited to the changing needs of Birmingham's economy whilst recognising the value and contribution of unpaid work?</p> | <p>Achievement of 5 or more 9-4 grades at GCSE or equivalent including English and Maths. Children in care achieving 5, 9-4 GCSEs (or equivalent) at Key Stage 4 (including English and Maths).</p> | <p>Human health</p> |
| <p>5. Economy and employment</p> | <p>5d) To maintain and enhance the vitality and viability of town and retail centres</p> | <p>Will it increase the range of employment opportunities, shops and services available in town centres? Will it decrease the number of vacant units in town centres?</p> | <p>Number of vacant units in town centres. Increased levels of spend. Enhanced retail facilities.</p> | <p>Population Material assets Human health</p> |
| <p>7. Air quality</p> | <p>7a). Minimise air pollution levels and create good quality air.</p> | <p>Will it improve air quality? Will it avoid exacerbating existing air quality issues in designated AQMAs? Will it reduce CO₂ emissions? Will it contribute to a healthy environment?</p> | <p>Estimated CO₂ emissions in the city Nitrogen dioxide levels. Number of publicly available long stay parking spaces in the City Centre.</p> | <p>Air Climatic factors Population</p> |

| SA Topics | SA Objectives | Guide questions | Potential monitoring indicators | Topic in the SEA Directive |
|-------------------------|--|---|---|---|
| 7. Air quality | 7b) Increase use of public transport, cycling and walking as a proportion of total travel and ensure development is primarily focused in the major urban areas, making efficient use of existing physical transport infrastructure | <p>Does it reduce road traffic congestion, pollution and accidents?</p> <p>Will it encourage walking and cycling?</p> <p>Does it help to reduce travel by private car?</p> <p>Will it improve access to or encourage the use of the canal network for sustainable travel?</p> | <p>Net additional dwellings in the City Centre (AMR).</p> <p>Percentage of new residential development within 30 mins public transport time of a GP, hospital, primary and secondary school, employment and a major shopping centre (AMR).</p> <p>Percentage of trips by public transport into Birmingham City Centre (AMR).</p> <p>Percentage of completed retail, office and leisure development in town centres (AMR).</p> <p>Number of people killed or seriously injured in road accidents in Birmingham.</p> <p>Number of children killed or seriously injured in road accidents in Birmingham.</p> | <p>Material Assets</p> <p>Population</p> <p>Air quality</p> |
| 8. Water quality | 8a) Minimise water pollution levels and create good quality water. | <p>Will it improve water quality?</p> <p>Will it support the achievement of Water Framework Directive Targets?</p> <p>Will it promote sustainable use of water?</p> <p>Will it support the provision of sufficient water supply and treatment</p> | <p>Number of planning permissions granted contrary to the advice of the Environment Agency on either flood defence grounds or water quality (AMR).</p> <p>Biological quality of rivers (Working with the Grain of Nature).</p> | <p>Water</p> <p>Material assets</p> <p>Fauna</p> |

| SA Topics | SA Objectives | Guide questions | Potential monitoring indicators | Topic in the SEA Directive |
|--------------------------------|--|---|---|---------------------------------------|
| | | <p>infrastructure in a timely manner to support new development?</p> <p>Will it improve water quality on the canal network?</p> | <p>Percentage of water bodies classified as being of 'good ecological status'.</p> <p>Creation and retrofitting of SUDs in the city</p> | |
| <p>9. Land and soil</p> | <p>9a) Minimise soil pollution levels and create good quality soil.</p> | <p>Will it maintain and enhance soil quality?</p> <p>Will it encourage the efficient use of land?</p> <p>Will it minimise the loss of soils to development?</p> <p>Will it encourage the use of previously developed land and/or the reuse of existing buildings?</p> <p>Will it prevent land contamination and facilitate remediation of contaminated sites?</p> | <p>Area of contaminated land.</p> <p>Percentage of development recorded on greenfield / brownfield land</p> | <p>Soil</p> |
| <p>9. Land and soil</p> | <p>9b) Encourage land use and development that creates and sustain well-designed, high quality distinctive and sustainable places.</p> | <p>Will it encourage development of well-designed and sustainable places?</p> | <p>Number of well-designed places</p> | <p>Population</p> <p>Human Health</p> |

| SA Topics | SA Objectives | Guide questions | Potential monitoring indicators | Topic in the SEA Directive |
|---|--|--|--|--|
| | | | | Material Assets |
| 9. Land and soil | 9c) Encourage the efficient use of previously developed land and buildings and encourage efficient use of land. | <p>Will it improve sustainable use of previously developed land?</p> <p>Will it encourage the efficient use of land and minimise the loss of greenfield land?</p> <p>Will it value and protect the biodiversity/geodiversity (of previously developed land and buildings)?</p> | <p>% of permissions granted on previously developed land as a % of previously developed land available within the city.</p> <p>Percentage of employment land, by type which is on previously developed land (AMR).</p> | <p>Population</p> <p>Material Assets</p> <p>Biodiversity</p> |
| 10. Achieving zero carbon living | 10a) Minimise Birmingham's contribution to the cause of climate change by reducing emissions of greenhouse gases from transport, domestic commercial and industrial sources. | <p>Will it contribute to Council's decarbonisation agenda?</p> <p>Will it reduce emissions of greenhouse gases by reducing energy consumption?</p> <p>Will it increase the proportion of energy needs being met by renewable sources?</p> <p>Does it help reduce dependence on fossil fuels?</p> <p>Will it reduce reliance on carbon hungry materials e.g. bedding plants in parks?</p> | Carbon dioxide emissions and Greenhouse gas emissions. | <p>Climatic factors</p> <p>Population</p> <p>Flora</p> <p>Fauna</p> <p>Human Health</p> <p>Biodiversity</p> <p>Landscape</p> |

| SA Topics | SA Objectives | Guide questions | Potential monitoring indicators | Topic in the SEA Directive |
|---|--|---|---|--|
| | | | | Water Material assets Air Quality |
| 10. Achieving zero carbon living | 10b) Promote and ensure high standards of sustainable resource efficient design, construction and maintenance of buildings | <p>Has the installation of water source heat pumps using water from the canal been considered?</p> <p>Will it increase the number of buildings which meet recognised standards for sustainability?</p> <p>Will it reduce the need for unnecessary carbon costs maintenance? e.g., reduce mowing of amenity grassland via creation of pollinator areas flowering perennials & scrub.</p> | Number of buildings meeting Code for Sustainable homes/BREEAM Standards | Climatic factors Population Flora Fauna Human Health Biodiversity Landscape Water Material assets Air Quality |

| SA Topics | SA Objectives | Guide questions | Potential monitoring indicators | Topic in the SEA Directive |
|--|--|---|--|--|
| <p>10. Achieving zero carbon living</p> | <p>10c) Urgently and drastically reduce carbon emissions from transport to contribute to the Council's decarbonisation commitment.</p> | <p>Will it reduce the emissions associated with transport?</p> | <p>Reduction in the amount of emissions associated with transport.</p> | <p>Climatic factors Population Flora Fauna Human Health Biodiversity Landscape Water Material assets Air Quality</p> |
| <p>11. Flooding</p> | <p>11a) To reduce vulnerability to climatic events and flooding.</p> | <p>Will it minimise the risk of flooding from rivers and watercourses to people and property? Will it reduce the risk of damage to property from storm events?</p> | <p>Estimated number of properties at risk from flooding Number of schemes incorporating nature based SUDs mechanisms Number of planning permissions granted contrary to the advice of the</p> | <p>Water Biodiversity</p> |

| SA Topics | SA Objectives | Guide questions | Potential monitoring indicators | Topic in the SEA Directive |
|--|--|---|---|---|
| | | <p>Will it help reduce surface water flooding</p> <p>Will it safeguard land for future flood defences?</p> <p>Will development allow sufficient easement (8-20m) from the top of the bank of a watercourse / river?</p> <p>Will area flood more often or to a greater depth due to climate change ?</p> | <p>Environment Agency on either flood defence grounds or water quality</p> <p>Land available for future flood defences</p> | |
| <p>12. Historic environment</p> | <p>12a) Value, conserve, enhance and restore Birmingham’s built and historic and archaeological environment and landscape.</p> | <p>Will it conserve and enhance buildings, monuments, sites, places, areas and landscapes of heritage interest or cultural value (including their setting) meriting consideration in planning decisions?</p> <p>Will it conserve and enhance features of built and historic environment and landscape?</p> <p>Will it conserve and enhance sites, features and areas or archaeological value?</p> | <p>Number of heritage assets recorded as ‘at risk’</p> <p>Number of Conservation Areas with an up to date character appraisal and a published Management Plan.</p> <p>Number of Grade II Buildings considered to be buildings at risk. Number of buildings of historic or architectural interest brought back into active use.</p> <p>Number, or % or area of historic buildings, sites and areas and their</p> | <p>Cultural Heritage</p> <p>Landscape</p> |

| SA Topics | SA Objectives | Guide questions | Potential monitoring indicators | Topic in the SEA Directive |
|-----------------------------|--|---|---|--|
| | | <p>Will it safeguard and enhance the character of the local landscape and local distinctiveness?</p> <p>Will it provide opportunities to enhance the historic environment?</p> <p>Will it safeguard and enhance the character of the city's historic canal network?</p> | <p>settings (both designated and non-designated) damaged.</p> <p>Loss of historic landscape features, erosion of character and distinctiveness (HLC).</p> <p>Extent and use of detailed characterisation studies informing development proposals (HLC).</p> <p>The proportion of housing completions on sites of 10 or more which have been supported, at the planning application stage by an appropriate and effective landscape character and visual assessments with appropriate landscape proposals.</p> | |
| 13.Natural landscape | 13a) Value, protect, enhance and restore Birmingham's natural landscape. | <p>Will it safeguard and enhance the character of the local landscape and local distinctiveness?</p> <p>Will it improve the landscape quality and character of the countryside?</p> <p>Will it reduce the amount of derelict, degraded and underused land?</p> | <p>Number of planning applications accompanied by a landscape appraisal</p> <p>Development brought forward through regeneration projects.</p> | <p>Air</p> <p>Landscape</p> <p>Population</p> <p>Material Assets</p> |

| SA Topics | SA Objectives | Guide questions | Potential monitoring indicators | Topic in the SEA Directive |
|--|---|--|---|--|
| | | | | Climatic factors Biodiversity |
| 14. Biodiversity and geodiversity | 14a) To conserve and enhance biodiversity and geodiversity. | <p>Will it conserve and enhance natural/semi natural habitats and conserve and enhance species diversity?</p> <p>Will it maintain and enhance European designated nature conservation sites?</p> <p>Will it maintain and enhance nationally designated nature conservation sites?</p> <p>Will it maintain and enhance locally designated nature conservation sites?</p> <p>Will it help deliver the targets and actions in the Biodiversity Action Plan?</p> <p>Will it help to reverse the national decline in at risk species?</p> <p>Will it protect and enhance sites, features and areas of geological value in both urban and rural areas?</p> | <p>Change in the number and area of designated ecological sites</p> <p>Impact on the Local Nature Recovery Network</p> <p>Recorded condition/status of designated ecological sites</p> <p>Number of planning approvals that generated any adverse impacts on sites of acknowledged biodiversity importance</p> <p>Percentage of major developments generating overall biodiversity enhancement</p> <p>Hectares of biodiversity habitat delivered through strategic site allocations</p> | Biodiversity Flora Fauna Climatic factors Population Water Landscape |

| SA Topics | SA Objectives | Guide questions | Potential monitoring indicators | Topic in the SEA Directive |
|---|--|---|--|---|
| | | <p>Will it lead to the creation of new habitat?</p> <p>Does it ensure current ecological networks are not compromised, and future improvements are not prejudiced?</p> <p>Does it encourage and facilitate the creation of new ecological networks?</p> <p>Does it encourage multi-functional use of green blue corridors e.g. SUDs, sustainable transport?</p> | | |
| <p>15. Accessibility and transport</p> | <p>15a) Increase use of public transport, cycling and walking as a proportion of total travel and ensure development is primarily focused in the major urban areas, making efficient use of existing physical transport infrastructure</p> | <p>Does it reduce road traffic congestion, pollution and accidents?</p> <p>Will it encourage walking and cycling?</p> <p>Does it help to reduce travel by private car?</p> <p>Does it promote accessibility for disabled people?</p> <p>Will it improve access to or encourage the use of the canal network for a sustainable travel?</p> | <p>Net additional dwellings in the City Centre (AMR). Percentage of new residential development within 30 mins public transport time of a GP, hospital, primary and secondary school, employment and a major shopping centre (AMR). Percentage of trips by public transport into Birmingham City Centre (AMR). Percentage of completed retail, office and leisure development in town centres (AMR).</p> | <p>Material Assets</p> <p>Population</p> <p>Air quality</p> <p>Human health</p> |

| SA Topics | SA Objectives | Guide questions | Potential monitoring indicators | Topic in the SEA Directive |
|---|---|--|---|---|
| | | | <p>Number of people killed or seriously injured in road accidents in Birmingham.</p> <p>Number of children killed or seriously injured in road accidents in Birmingham.</p> | |
| <p>15. Accessibility and transport</p> | <p>15b) Ensure development reduces the need to travel and reduce the negative impacts of transport on the environment</p> | <p>Will it reduce traffic volumes?</p> <p>Will it reduce average journey length?</p> <p>Will it reduce the negative impact of transport?</p> | <p>Increase in road traffic.</p> <p>Workplace Travel Plans.</p> <p>Number of people working from home.</p> <p>Reduction in number of journeys</p> | <p>Material Assets</p> <p>Population</p> <p>Air quality</p> <p>Human health</p> |
| <p>15. Accessibility and transport</p> | <p>15c). Urgently and drastically reduce carbon emissions from transport to contribute to the Council's decarbonisation commitment.</p> | <p>Will it reduce the emissions associated with transport?</p> <p>Will it contribute to Council's decarbonisation agenda?</p> | <p>Reduction in the amount of emissions associated with transport.</p> | <p>Material Assets</p> <p>Population</p> <p>Air quality</p> <p>Human health</p> |

APPENDIX B – Appraisal of Housing Options

Option 1 Increased Housing Densities

1. This option seeks to maximise housing densities (dwellings per hectare of land) on sites allocated for residential development within the City Centre. The adopted BDP (policy TP30) specifies densities ranging from 40 to 100 dwellings per hectare (dph) depending on location with the highest density (100 dph) proposed for City Centre sites, 50 dph in areas well served by public transport and 40 dph elsewhere. Following analyses of recent planning permissions and sites completed within the last 3 years the Council concluded that average densities in and around urban centres is around 70 dph which is substantially higher than the density specified in TP30 for 'areas well served by public transport'. The analyses also showed that densities (for developments granted consent / completed) in the City Centre average 400 dph; four times the target specified in TP30. Birmingham contains a large network of centres ranging from the City Centre that holds a national position as a retail destination to local centres which meet immediate day-to-day needs. More than 70 other (local) centres are identified in the Birmingham Development Plan. These centres are varied in terms of size and play a vital role in providing for the every-day needs of residents, providing a varied retail offer, employment, banking and administrative needs, leisure and social opportunities. Some of these serve not only local residents but are often utilised by visitors from the wider region and further afield. Birmingham's centres are diverse and have a range of uses, particularly retail but also other focal points for the local communities which they serve, for example places of worship, community centres, universities and offices.
2. **Housing:** This option could contribute towards **significant positive effects** for housing as it would deliver a higher number of dwellings than otherwise would be the case, in locations that are likely to be more sustainable in terms of transport, services and employment provision. Furthermore, the increased density may help deliver a greater proportion of affordable housing due to the potential for improved viability obtained as a result of lower land acquisition costs per dwelling. The approach may also help in meeting the significant strategic challenge of meeting Birmingham's housing need and reducing the shortfall arising from the Birmingham Plan.
3. **Equality, diversity and community development:** The increased growth within the City Centre and urban centres implemented through this approach can significantly help improve accessibility to jobs, education and employment. This is particularly helpful for residents living in deprived neighbourhoods around the City Centre and inner city areas, as it is likely to provide improved outcomes through improved access to health, education, employment and services.
4. The increased housing growth is also likely to improve affordability in these locations through increased affordable housing delivery and increased choice in term of type, tenure and size of dwellings. Therefore, **potential positive effects** are predicted.

5. Conversely, increasing densities fourfold could lead to more cramped urban living environments that do not achieve good standards of living for communities living here, which is likely to affect those most disadvantaged groups. This is a potential **negative effect** that would need to be addressed. It is envisaged that plan policies would be applied to ensure minimum space standards and seek good design. However, higher densities still present potential issues in relation to living environments. Whilst negative effects are not a certainty, they are a possibility.
6. **Health and wellbeing:** As discussed above, the increased housing growth within some of the more deprived areas in the City Centre and urban centres is likely to produce beneficial outcomes due to improved access to services, jobs and facilities. The increased density is also likely to produce improvements in the existing infrastructure (e.g. transport, education and healthcare) and potentially attract investment for new infrastructure. The increased densification can potentially have positive effects on open/ green space provision as it is likely to limit encroachment on existing areas of open space and green space. This would be particularly effective if brownfield and previously developed land were to be fully utilised under this approach. Conversely there are potential negative effects as the increased density in already congested City Centre and urban centre locations is likely to exacerbate issues such as traffic, noise and pollution which would adversely impact residents' health and wellbeing. The approach can also exacerbate urban heat island effects rendering the city more vulnerable to heat waves. It may be possible to mitigate some of these effects through site specific policies for example through the implementation of a clean or low emission zones, car free neighbourhoods and park and ride schemes. Overall mixed effects are predicted with potential **positive effects** due to enhanced accessibility to services and jobs, the likely preservation of green and open space and the improved housing choice and affordability with some uncertain **negative effects** due to increased vulnerability to urban heat island effects and pollution associated with traffic congestion and other urban activities.
7. **Waste and resource use:** Recycling rates are significantly lower than the national average⁵. The proposed growth can potentially exacerbate the issue as more household waste would be generated. However, densification in the City Centre and urban centres may help make more efficient technologies such as district heating systems more viable due to the economies of scale and higher densities. Overall, whilst the proposed growth will lead to increased household waste, the location of growth is unlikely to significantly influence the waste recycling rates or collection regimes (though it will be important to ensure adequate solutions for waste management at very high densities). However, this approach may facilitate more efficient district / neighbourhood wide energy systems and may provide more scope for incorporating water recycling systems into new buildings, but this remains uncertain at this stage. Therefore, uncertain **positive effects** are envisaged at this stage. There is an opportunity for the BLP to promote the use of water recycling/ reuse systems such as grey water systems within new buildings. The Plan can also promote the more energy efficient buildings to minimise energy use etc.

⁵ DEFRA [Statistics on waste managed by local authorities in England 2020/21](#)

8. **Economy and employment:** Further concentration of growth within the City Centre and urban centres is likely to provide improved accessibility to employment opportunities within these locations.
9. It is also likely to improve footfall with positive knock on effects on businesses located in centres. Development may further help to improve the attractiveness of City Centre areas through regeneration of neglected parts of the centre and brownfield sites thus making them more attractive to visitors.
10. Overall, this approach could help to contribute towards **significant positive effects** due to improved access to jobs, increased footfall and enhanced attractiveness of City centre and urban centres with the potential to improve the local economy and local employment opportunities.
11. **Air quality:** The whole of Birmingham has been designated an Air Quality Management Area (AQMA) declared for Nitrogen Dioxide (NO₂) in 2010. The Council stated its commitment to reducing exposure levels in its Air Quality Action Plan (2021) and introduced a Clean Air Zone in June 2021. The latter operates in the central Birmingham area within the A4540 Middleway (excluding the ring road itself). The Clean Air Zone, which operates 24-hours a day, throughout the year has so far helped reduce NO₂ levels an average of 13% (compared to 2019 baseline)⁶. Whilst the Clean Air Zone and increased use of EV vehicles will help reduce vehicular emissions in the future, further growth in the City Centre and urban centres will inevitably lead to increased traffic and congestion and therefore likely to exacerbate the current air quality issues. It also places more new homes in areas at risk of experiencing poor air quality. Therefore, potential **negative effects** are envisaged at this stage. There is an opportunity through the BLP to promote further mitigation measures such as car free neighbourhoods, and more public transport provision (including low emissions public transport) to help reduce adverse effects.
12. **Water quality:** The additional growth proposed can potentially adversely impact the quality of water bodies in the City, none of which currently meet 'good' ecological status. Additional pollution is potentially likely from surface water runoff and treated wastewater effluent. This can potentially be mitigated through policy requiring the installation of SuDS and ensuring there is sufficient wastewater treatment capacity. Additionally, pollution from the additional development is generally less of problematic (provided adequate mitigation is in place) than that caused through agricultural (e.g. farm effluents, nutrients) and Industrial waste. The increased densification would potentially allow enhanced SuDS provision (e.g. blue infrastructure and permeable areas) by allowing more space for SuDS and improved permeability. Overall, with mitigation in place through BLP policies, significant negative effects can likely be avoided, leaving potential **negative effects** due to the additional pollution likely to be generated from surface run-off and combined sewer over-flow events.

⁶ [Clean Air Zone six month report \(March 2022\)](#)

13. **Land and soil:** The densification approach proposed under this option is likely to have positive effects on land and soil. Increasing densities within the City centre and urban centres will reduce development pressure on agricultural land elsewhere in Birmingham. Therefore, this option is envisaged to contribute **positive effects** on land and soil as it is likely to reduce the loss of agricultural land to development.
14. **Achieving zero carbon living:** The scale of growth involved is likely to create more vehicular traffic leading to increased congestion and emissions. On the other hand, the City Centre and urban centres are well connected by existing public transport infrastructure and contain the bulk of services, retail and employment.
15. Therefore, increasing densities in such locations is likely to be more sustainable as it would help reduce reliance on cars and encourage active travel (walking/cycling) and public transport use. It also has the potential to facilitate enhanced and /or new transport infrastructure. Conversely increased housing densities in urban centres can exacerbate urban heat island effects which would lead to increased use of cooling/ air conditioning and increased emissions. The increased use of electric vehicles in future and the recently implemented clean air zone are also likely to lead to reductions in emissions in the City.
16. Therefore, the increased emissions associated with growth would be partly mitigated by sustainably located growth (with respect to transport and services) and improved transport infrastructure. The BLP has the potential to further reduce emissions through car-free zones, enhanced EV and active travel infrastructure. Plan policies can also promote the use of more sustainable building materials, more energy efficient building design and low carbon district heating / cooling systems and more projects such as the Tyseley Energy Park energy from waste plant. At this stage, this option is likely to contribute towards **positive effects** with regards to minimising per capita emissions.
17. **Flooding:** The higher urban densities approach can potentially reduce land area taken up by new development thus allowing more room for SuDS and enhanced permeability. The majority of the City Centre and urban centre areas are at low risk of flooding (flood zone 1). Therefore, **positive effects** are envisaged under this approach as the increased density within central locations may help to avoid the need to place developments within areas at greater risk of flooding. The BLP presents further opportunities to reduce flood risk through policies aimed at improving permeability, implementation SuDS and enhanced blue/ green infrastructure provision.
18. **Historic environment:** There are numerous heritage assets and 29 Conservation Areas within Birmingham. These are predominately concentrated within the City Centre and urban centres. Densification in such locations can potentially have negative effects on heritage as the higher densities may not be in keeping with the existing scale, massing and overall character of historic areas. Therefore, the potential for **significant negative effects** should be noted under this option at this high level of assessment. Having said this, there are locations that are less sensitive with regards to heritage across the City. Including within parts of the central areas where concentrations of heritage are highest. The effects that arise will be very dependent upon the location of sites and the nature of development. Furthermore, the Plan presents opportunities to conserve and bring back into use some of the heritage assets, including ones

that are currently on the at risk register. If this is carried out through a masterplanning approach with appropriate design, sensitive to the surrounding townscape and historic character, positive effects may be possible, but this remains uncertain at this stage.

19. **Natural landscape:** The densification of development in City Centre and urban centres is potentially beneficial as it is likely to reduce development pressure on areas of high landscape sensitivity outside the centres and in the countryside. Therefore, **positive effects** are envisaged under this option as it is likely to reduce encroachment on sensitive landscapes and the countryside (as well as possibly better protecting open space throughout the urban areas themselves).
20. **Biodiversity and geodiversity:** There are a number of areas within Birmingham that are protected for their nature conservation value including 2 Sites of Special Scientific Interest (SSSIs), National Nature Reserve (NNR) and 11 Local Nature Reserves (LNRs).
21. Additionally, there over 50 Sites of Importance for Nature Conservation (SINCs) comprising ancient woodlands, grasslands, lakes, streams, and other important wildlife habitats. These are generally located outside of the City Centre and urban centres. Therefore, the higher densities sought in centres under this option would potentially alleviate some of the development pressure on designated biodiversity sites elsewhere in Birmingham. However, there are Sites of Local Importance for Nature Conservation (SLINCs) within the City Centre along the canal network and the River Rea and development near these locations could potentially create additional disturbance and recreational pressures on biodiversity. Therefore, the positive effects associated with pursuing higher densities in centres could be offset by the potential for adverse effects on SLINCs within the City Centre resulting in **neutral effects** overall.
22. **Accessibility and transport:** This option is expected to have beneficial effects on accessibility as it focuses growth in central locations where the bulk of services, retail and employment opportunities exist. Furthermore, urban centres benefit from Birmingham's extensive transport links. The City is currently pursuing several initiatives aimed at enhanced/ expanded Metro, Bus and Sprint Rapid Transit links. HS2 will help reduce travel times between Birmingham and London which will further enhance accessibility to employment and education opportunities. In view of the above, potential **significant positive effects** are anticipated.

Option 2 More active public sector land assembly

23. Under this option the Council proposes to pursue a proactive approach to land assembly. This could help address the issue of land supply for development. The public sector can play an important role in unlocking sites by assembling parcels of land for development. This approach also has the potential to give the local planning authority some degree of control over shaping development including placemaking and the provision of affordable housing. The Council also expects larger sites to produce wider regeneration benefits through this option; though acknowledges there are few within the City. This option would entail acquiring land parcels (often in multiple ownerships) and assembling

them into larger sites. National planning policy makes this possible through compulsory purchase powers. The effects of this option would clearly depend on the nature, size and location of the actual sites created through this approach. As this is unknown at this stage, the appraisal below is necessarily very high level.

24. **Housing:** This option is likely to produce beneficial effects with respect to housing as it is likely to boost land supply in the city helping to deliver a higher number of dwellings. It may also enable the provision of more affordable housing, particularly on larger sites where this becomes more viable. This approach may also allow the reuse of currently underutilised land (e.g. unsuitably located industrial facilities and vacant retail facilities) and facilitate the regeneration of neglected/ run-down locations within inner city areas, although the availability of larger sites may be limited within the city. Overall, whilst the acquisition process is likely to be complex and lengthy this option is predicted to produce some **positive effects** as it is likely to help meet some of Birmingham's housing shortfall.
25. **Equality, diversity and community development:** The land assembly approach would enable the Council to exercise greater influence in shaping developments in the City. However, effects would be largely dependent on the location of such developments and associated site specific policies. Having said that, the approach is likely to facilitate greater provision of affordable housing, particularly on larger sites which can be particularly helpful to more deprived households and those who are unable to afford suitable housing. In this respect the approach is **potentially positive** with respect to equality. The approach can also facilitate regeneration of more deprived neighbourhoods, particularly on larger inner city sites where some of the most deprived communities reside, though this is uncertain at this stage and would depend on the Council's ability to acquire and assemble the required sites in such locations.
26. **Health and wellbeing:** potentially **positive effects** are predicted for the reasons outlined in the preceding paragraph. The land assembly approach may facilitate regeneration of run down areas helping to improve their attractiveness and provide more affordable housing which would have positive impacts on the health and wellbeing of communities. The Council would also have more control over place making on such sites, including the provision of green space and community facilities which will have further positive effects. Again, this is largely dependent on the location of the resulting developments and site specific policies.
27. **Waste and resource use:** Under this approach the Council may be able to influence the design of developments including for example the recycling of existing buildings or reusing construction materials from existing structures in order to recycle embedded carbon and specifying more energy efficient design. Other options likely to have beneficial outcomes include the installation of water recycling systems (e.g. grey water systems), district heating and cooling systems and on site recycling facilities. This would largely depend on the site chosen and site specific policies, therefore uncertain **positive effects** are predicted at this stage.

28. **Economy and employment:** The greater potential for regeneration may have positive consequences on improving the attractiveness of previously run down areas. It may also help improve land values and attract more investment to the regenerated areas. These factors are likely to have positive effects on the economy. On the other hand, this approach may also lead to the loss of some employment land (e.g. commercial/ industrial premises in unsuitable locations). At this stage therefore, **neutral effects** are predicted as the benefits of potential regeneration may be negated by the loss of employment land.
29. **Air quality:** The approach has limited scope to impact air quality though the housing growth will inevitably lead to increased traffic and congestion and therefore likely to exacerbate the current air quality issues. The Council may be able to implement measures such as car free neighbourhoods but this uncertain at this stage and therefore, **negative effects** are envisaged at this stage.
30. **Water quality:** as with other options discussed the additional growth proposed can potentially adversely impact the quality of water bodies through surface water runoff and treated wastewater effluent. The land assembly approach may give the Council more opportunity for instigating the provision of SuDS but this remains uncertain at this stage.
31. Possible **negative effects** are predicted due to the additional pollution likely from surface run-off and combined sewer over-flow events.
32. **Land and soil:** The locations of parcels to be identified and assembled under this approach are more likely to be within existing urban areas where there is very little (if any) good quality agricultural land. The approach may therefore help relieve some of the development pressures on non-urban areas (e.g. in the countryside) which are more likely to contain valuable agricultural land. Therefore, the effects are predicted to be **positive** but there remains a degree of uncertainty until the sites are identified.
33. **Achieving zero carbon living:** As discussed under the other options the scale of growth proposed is likely to create more vehicular traffic leading to increased congestion and emissions. This approach may enable the Council to positively influence the development by promoting more energy efficient design, active travel /public transport infrastructure provision and sustainably located neighbourhoods (with respect to services and employment). Assembled sites can also provide opportunities for the provision of low carbon or more efficient district heating/ cooling systems. Therefore, the adverse effects associated with increased traffic are partly offset by the additional control this approach provides enabling the inclusion of more sustainable design, low carbon transport infrastructure and low carbon heating/ cooling systems but this would largely depend on the ability of the Council to acquire sufficient land parcels, in suitable locations and the implementation of site specific policies. Therefore, residual **negative effects** are predicted at this stage.
34. **Flooding:** Effects would largely depend on the location of sites but in general terms, the approach should provide more scope for the Council to implement SuDS and greater provision of green / blue infrastructure which would alleviate flood risk in the future. However, the number and location of sites likely to be assembled remain unknown at this stage and therefore **neutral effects** are predicted at this juncture.

35. **Historic environment:** Again, effects would be dictated by the location and size of sites assembled through this approach. If sites are located in less constrained areas (away from heritage assets / conservation areas) adverse effects would be less likely to occur. The approach may give the Council more control as to how developments in heritage constrained areas are shaped helping ensure that new development is appropriate in terms of design and scale to the character of its surroundings.
36. However, given the scale of growth proposed and numerous heritage assets and conservation areas within the City, it is unlikely that development in heritage constrained locations can be entirely avoided. Therefore, at this stage, uncertain effects are predicted on the historic environment (these could be positive and / or negative).
37. **Natural landscape:** effects would be largely dependent on the location of sites assembled. If these are focused on areas of low landscape sensitivity, then adverse effects would be less likely. The approach may give the Council more say on the design, layout and landscaping of new development on such sites. However, effects remain uncertain until the sites can be identified.
38. **Biodiversity and geodiversity:** Sites in environmentally constrained locations (within or in proximity to SSSIs, NNR, LNRs and SINCs) would be more likely to engender adverse effects. Effects specifically associated with this approach remain uncertain until the locations and sizes of sites to be assembled can be ascertained. However, given the overall scale of development expected, this approach could result in an overall reduction in open / green spaces in the City which would reduce biodiversity mobility and increase fragmentation leading to **negative effects** on biodiversity.
39. **Accessibility and transport:** As discussed above this option is likely to give the Council more control over how development is shaped on assembled sites. This could include the requirement to integrate new development with existing public transport and the provision of walkways and cycle routes for example. Accessibility would be largely dependent on the actual location of sites and therefore effects are uncertain at this stage. However, given the extensive public transport links (Bus, Metro, Sprint Rapid Transit and HS2) it is likely that development under this option would be well connected to the transport system therefore enabling better accessibility. In view of the above, **uncertain positive effects** are predicted at this stage.

Option 3 Further comprehensive housing regeneration

40. This option involves identifying housing regeneration areas such as large residential estates which do not currently provide high quality of life for residents. Several such schemes have been completed over recent years in Birmingham to provide new housing with enhanced community facilities and open space.
41. **Housing:** This option is likely to produce beneficial effects with respect to quality and choice of housing, but it is likely to have limited benefit in terms of net delivery of new housing as it would involve demolishing existing dwellings and replacing them with new ones on the same sites. A net increase in dwellings would only be possible if a higher density approach is applied to such sites.

Furthermore, this approach would initially lead to a reduction in available housing including affordable housing and social rents during the initial phases as existing housing is demolished and new housing constructed. This could take several years exacerbating the housing shortfall in the interim. On the plus side this approach could produce better quality housing with more community facilities and open space to provide a healthier environment to residents. Therefore, in the short term the effects are potentially **negative** (due to the initial reduction in housing stock) with **neutral or positive effects** on housing in the longer term.

42. **Equality, diversity and community development:** Following the initial period of demolition and construction this option can generate benefits on equality and community development as it is likely to improve the quality, choice, and potentially affordability, of housing for the community including those within the most deprived areas and households who rely on affordable / social rents. However, in the short term negative effects are possible as there would be a decrease in overall housing stock which would disproportionately impact those in the most need for social housing. Therefore, mixed effects are likely: short term **negative** ones due to the initial decrease in housing with **positive effects** in the longer term due to the improved quality of housing, improved environment, community facilities and open space.
43. **Health and wellbeing:** Localised beneficial effects on health and wellbeing are likely under this approach. The regeneration of rundown estates is likely to produce better quality housing, community facilities and more open space which would have beneficial effects on local residents in the long run. However, there are potential adverse impacts in the short/ medium term during the demolition and construction works as existing residents may lose their homes and need to be suitably re-homed in the interim. The extent of potential regeneration is unknown at this stage, but effects (positive or negative) are likely to be localised and small scale (compared to the overall scale of growth proposed) therefore **neutral effects** are predicted at this stage.
44. **Waste and resource use:** Under this approach the Council would be able to influence the design of developments including for example the recycling of existing buildings or reusing construction materials from existing structures and specifying more energy efficient design. Other options likely to have beneficial outcomes include the installation of water recycling systems (e.g. grey water systems), district heating and cooling systems and on site recycling facilities. However, any such benefits are likely to be relatively small scale and localised, therefore **neutral effects** are predicted at this stage.
45. **Economy and employment:** The greater potential for regeneration may have positive consequences on improving the attractiveness of previously run down areas which may improve land values and attract more investment to the regenerated areas. However, effects are likely to be localised and therefore, significant effects are considered unlikely (**neutral effects**).
46. **Air quality:** The approach has limited scope to impact air quality and may result in localised deterioration in air quality during the demolition/ construction phases of regeneration. At this stage it is envisaged that any effects would be localised, and small scale compared to the overall scale of growth proposed which will inevitably lead to increased traffic. Therefore, **negative effects** are envisaged at this stage due.

47. **Water quality:** The additional growth proposed in the BLP can potentially adversely impact the quality of water bodies through surface water runoff and treated wastewater effluent. The regeneration approach may provide beneficial mitigation measures such as the installation of SuDS and stricter specification aimed at limiting run off rates from new development. However, such measures are likely to be relatively small in scale compared to the overall growth and distribution of growth proposed in the BLP. As such, **neutral effects** are predicted overall.
48. **Land and soil:** The option is unlikely to produce significant effects as the regeneration would take place on existing estates and not produce a significant impact on the net new dwellings delivered. Whilst it is unlikely to significantly reduce the overall amount of housing required, it will help to improve stock, potentially increase density (and therefore reduce the shortfall), and would take place in urban areas, helping reduce pressure on greenfield sites. Therefore, minor **positive effects** are predicted at this stage.
49. **Achieving zero carbon living:** Under this approach the Council can positively influence the regenerated estates by promoting more energy efficient design and active travel /public transport infrastructure.
50. The option presents opportunities to incorporate low carbon or more efficient district heating/ cooling systems. However, any such effects are likely to be localised and small in scale and therefore unlikely to significantly impact the adverse effects associated with the overall scale of development proposed. Consequently, neutral effects are predicted at this stage.
51. **Flooding:** The approach may produce beneficial localised effects where SuDS are implemented, and green/ blue infrastructure are provided within development. However, the effects are not expected to be significant therefore neutral effects are predicted at this stage.
52. **Historic environment:** The effects would be dictated by the location and size of regenerated sites. Locations in less constrained areas are less likely to give rise to adverse effects. The approach presents opportunities to improve rundown areas providing designs that are more sympathetic in design and character to surrounding areas and potentially improving the attractiveness of estates located in proximity to heritage assets. However, such effects are likely to be relatively small and localised compared to the overall scale of growth proposed. The option is unlikely to lead to the complete avoidance of development in heritage constrained locations, but likewise, regeneration areas are unlikely to be affected in a negative way in terms of heritage. Therefore, **neutral / uncertain effects** are predicted.
53. **Natural landscape:** effects would be largely dependent on the location of regeneration sites. If these are focused on areas of low landscape sensitivity, then adverse effects would be less likely. The approach may also give the Council more say in the design, layout and landscaping of regenerated estates. However, effects are likely to be localised and small in scale producing **neutral effects** overall.
54. **Biodiversity and geodiversity:** The regeneration approach is unlikely to produce significant effects as these would be localised within existing estates. There may be opportunities to improve the amount and connectivity of GI.

However, for the reasons discussed above, the approach is unlikely to result in the complete avoidance of growth in environmentally constrained locations; therefore, **neutral effects** are predicted.

55. **Accessibility and transport:** As discussed above this option may present localised, small scale, opportunities to improve development within regenerated areas. For example, the integration of regenerated sites with existing walkways/ cycle routes and bus routes would be beneficial.
56. However, accessibility would be largely dependent on the actual location of sites and therefore effects are uncertain at this stage. Potential positive effects are likely to be localised and small in scale producing **neutral effects** overall.

Option 4 Utilise poor quality under-used open space for housing

57. This option involves identifying underused, poor quality open space that is currently of limited value and utilising it for residential development. The Council envisages that such sites would be in accessible locations.
58. **Housing:** This option is likely to produce beneficial effects with respect to housing as it is likely to boost land supply and help meet the housing growth required in the BLP. It may also enable the provision of more affordable housing, particularly on larger sites. Furthermore, the locations are likely to be in centrally located areas with good access to transport, services and employment. Therefore, this option is predicted to produce some **positive effects** as it is likely to boost land supply thus helping meet some of Birmingham's housing shortfall.
59. **Equality, diversity and community development:** Some of the open spaces likely to be utilised for this option are within the some of the more deprived areas of the City. The provision of more housing in such locations, particularly social affordable/ housing can be particularly helpful to more deprived households who are unable to afford suitable accommodation. In this respect the approach is **potentially positive** with respect to equality. The approach can improve accessibility to jobs, transport and service for the more deprived neighbourhoods. Having said that, there is a degree of uncertainty at this stage as the above would depend on the Council's ability to identify a sufficient number of open space sites to utilise.
60. Conversely, by changing open space sites to housing, it removes the amount of recreational in the urban area, and the potential for these to be enhanced for community use (despite these not being used proactively at this time). In this respect, potential **negative effects** are predicted.
61. **Health and wellbeing:** Mixed effects are likely; **positive ones** due to the enhanced housing provision (including affordable housing) and potentially **negative** implications due to the reduction of open space which is already underprovided in the City. The option may present opportunities to provide higher quality open/ green spaces within new developments, but this would largely depend on the sites chosen and associated site specific policies.
62. **Waste and resource use:** No direct significant effects are anticipated from this approach. Any effects (positive or negative) would largely depend on the sites chosen and site specific policies, therefore **neutral effects** are predicted at this stage.

63. **Economy and employment:** The replacement of poor quality / underutilised open space may improve the attractiveness of previously run down areas. It may also help improve land values and attract more investment particularly if new development were to include higher quality open/ green spaces. These factors are likely to have generally positive effects on the economy.
64. The location of such sites in areas in close proximity to employment (e.g. City Centre and inner city areas) would help increase footfall in existing employment / commercial areas which could further improve the local economy and employment. Again, this would be largely dependent on the location and number of sites identified under this approach therefore, **uncertain positive effects** are predicted at this stage.
65. **Air quality:** The approach has limited scope to impact air quality though the overall housing growth will inevitably lead to increased traffic and congestion and therefore likely to exacerbate the current air quality issues. The Council may be able to implement measures such as car free neighbourhoods but this is uncertain at this stage and therefore, **negative effects** are envisaged at this stage.
66. **Water quality:** As with other options discussed the additional growth proposed can potentially adversely impact the quality of water bodies through surface water runoff and treated wastewater effluent. There may be opportunities to implement SuDS as part of new development, but this remains uncertain at this stage with **negative effects** predicted due to the additional pollution likely from surface run-off and combined sewer over-flow events.
67. **Land and soil:** This approach has potentially **positive effects** on land and soil as it will likely enhance housing provision in existing urban/ built-up areas, improving land supply and reducing the need to utilise high quality agricultural land elsewhere.
68. **Achieving zero carbon living:** As discussed under the other options the scale of growth proposed is likely to create more vehicular traffic leading to increased congestion and emissions. The effects associated with this approach would be largely dependent on the location of sites identified and site specific policies. There may be scope for new development to implement more energy efficient design and provide more active travel /public transport links, but this is uncertain at this stage. The location of sites under this option are generally sustainably located (with respect to services and employment) in accessible locations which would reduce the need to travel. Therefore, some of the adverse effects associated with increased traffic are partly offset by the more sustainable/ better connected locations. Therefore, neutral effects are predicted at this stage.
69. **Flooding:** This approach will result in the loss of open space within the City which could have adverse effects on permeability and may exacerbate surface water flood risk. There may be opportunities to implement SuDS and provide replacement green space but this is uncertain at this stage. Therefore, **negative effects** are predicted at this stage due to the loss of open space and associated impacts on flood risk.

70. **Historic environment:** Effects would be dictated by the location and size of sites utilised through this approach. If sites are located in less constrained areas (away from heritage assets/ conservation areas) adverse effects would be less likely to occur. However, given the scale of growth proposed and numerous heritage assets and conservation areas within the City, it is possible that development in heritage constrained locations would occur under this approach. Therefore, there could be some **negative effects** on the historic environment, particularly where open space contributes to the setting of heritage assets.
71. There is uncertainty at this stage, as effects will depend on the specific sites involved and the amount of open space sites that were released. A precautionary approach is taken at this high level of appraisal.
72. **Natural landscape:** Effects would be largely dependent on the location of sites identified. If these are focused on areas of low landscape sensitivity, then significant effects would be less likely. That said, open space constitutes an important aspect of landscape and townscape therefore its loss can potentially substantially alter the character of the landscape. Additionally, the removal of open space may result in some loss of amenity to nearby residents/ receptors. Conversely, the approach may present opportunities to improve current landscape through the provision of higher quality open/ green spaces.
73. Overall, uncertain mixed effects are predicted at this stage: potentially **negative effects** are predicted due to the loss of amenity and change to the existing landscape/ townscape character with potential **positive effects** as the approach may help reduce encroachment on areas of high landscape sensitivity (outside of the urban area) and may engender improvements by providing higher quality open/ green space.
74. **Biodiversity and geodiversity:** Effects would be dependent on the location of sites selected for development. The approach is likely to lead to some loss of urban greenspace, which potentially includes natural / semi-natural and artificial habitats that occur frequently in urban settings, such as parks and community gardens, wasteland (derelict/ unmanaged), amenity or recreational greenspaces etc. Such areas often have an important role to play in reducing habitat fragmentation and retaining some connectivity between habitats in developed areas. Therefore, this option may lead to **negative effects**, though there is scope for new development to offset some of the fragmentation by providing new kinds of habitats such as community woodland and by linking green spaces to facilitate the movement of species.
75. **Accessibility and transport:** This option is likely to engender positive effects on accessibility as the sites would be in accessible locations benefitting from the city's extensive public transport links (Bus, Metro, Sprint Rapid Transit and HS2). Therefore, **positive effects** are predicted at this stage.

Option 5 Utilise some employment land for housing

76. This option involves converting some of the City's employment land for mixed use or residential use. Some of the city's employment land is poor quality and under occupied and so might present opportunities to be redeveloped for other uses.

77. **Housing:** This option is likely to produce beneficial effects with respect to housing as it is likely to boost housing land supply thus contributing towards the housing growth required in the BLP. It may also enable the provision of more affordable housing, particularly on larger sites. Furthermore, the land involved is well located with respect to transport and employment. Therefore, this option is predicted to produce some **positive effects**.
78. **Equality, diversity and community development:** The majority of the CEAs overlap some of the most deprived areas in the City. The provision of more housing in such locations, particularly social affordable/ housing can be particularly helpful to more deprived households who are unable to afford suitable accommodation. In this respect the approach is potentially positive with respect to equality. The approach can also improve accessibility to jobs as the sites would be located within employment areas and the locations are well connected to the roads and rail networks within Birmingham. However, some of the locations may not be well placed with respect of community services such as healthcare and education which may adversely impact the ability of residents to access such services. Additionally, some of the locations may not lend themselves to active travel modes such as walking and cycling. Therefore, whilst some positive effects are likely due to improved housing provision and access to jobs this is counterbalanced by the potential lack of services and active travel networks leaving **neutral effects** overall.
79. **Health and wellbeing:** Mixed effects are likely; **positive ones** due to the enhanced housing provision (including affordable housing) and potentially **negative** implications due to the location of new housing within employment areas which may not be suited to residential use for example there may be issues around pollution or noise associated with remaining industrial/ commercial premises. Furthermore, some employment sites may not lend themselves to active travel such as walking/ cycling which could impact residents' health and wellbeing.
80. **Waste and resource use:** No direct significant effects are anticipated from this approach. Any effects (positive or negative) would largely depend on the sites chosen and site specific policies, therefore **neutral effects** are predicted at this stage.
81. **Economy and employment:** The approach will lead to some loss of employment land which could adversely impact future employment land supply. The planned transport improvements along with HS2 are likely to attract more businesses to the City which is likely to increase future employment land demand. Conversely, the introduction of residential and mixed-use sites within existing employment areas may provide a boost to businesses through the increased footfall generated. Additionally, the option may help bring back into productive use sites which may have been vacant for a long time with poor prospects of future employment use. Also, at a time of personnel shortage, businesses may potentially benefit from having a potential workforce pool in their immediate vicinity. The recent Birmingham Housing and Economic Development Needs Assessment (HEDNA)⁷ which assessed employment land supply and demand up to 2042, estimated that there will be a gross need for 319 ha of land to 2042 (split into 23.5 ha offices and 295.6 ha industrial). When the employment land supply is taken into account a potential oversupply of

⁷ [Iceni Projects report \(2022\): Birmingham Housing and Economic Development Needs Assessment \(HEDNA\)](#)

office employment land is predicted with a shortfall of 73.64 ha for industrial land, however the report adds that this can potentially be met from sites released from the HS2 works and / or the proposed West Midlands Interchange Site in South Staffordshire District.

82. Therefore, mixed effects are predicted at this stage with **positive effects** likely due to the increased footfall and proximity of potential workforce to employment locations and **uncertain negative effects** due to the potential loss in employment land. The latter may potentially be overcome by the release of HS2 (or other) land but this remains uncertain at this stage.
83. **Air quality:** The approach has limited scope to impact air quality though the overall housing growth will inevitably lead to increased traffic and congestion and therefore likely to exacerbate the current air quality issues. Whilst employment areas are well connected to the existing transport networks they may not be well connected or in close proximity to community services such as schools and healthcare which makes walking/ cycling less likely thus increasing reliance on car journeys. Therefore, **negative effects** are envisaged at this stage.
84. **Water quality:** As with other options discussed the additional growth proposed can potentially adversely impact the quality of water bodies through surface water runoff and treated wastewater effluent. There may be opportunities to implement SuDS as part of new development, but this remains uncertain at this stage.
85. Given that much of the land involved is already likely to be previously developed, the potential for pollution and flooding issues are considered to be low, thus **neutral effects** are predicted.
86. **Land and soil:** This approach has potentially **positive effects** on land and soil as it will likely enhance housing provision in existing industrial/ commercial non-agricultural areas, improving land supply and reducing the need to utilise high quality agricultural land elsewhere.
87. **Achieving zero carbon living:** As discussed under the other options the scale of growth proposed is likely to create more vehicular traffic leading to increased congestion and emissions. Employment areas may not be within walking/ cycling distance from community services such as schools, shops and GP surgeries which may increase reliance on cars for such journeys. The effects would be largely dependent on the location of sites identified and site specific policies. There may be scope for new development to provide these community services locally, but this is uncertain at this stage. Conversely, the location of sites under this option are generally sustainably located with respect to roads/ railway transport and employment in accessible locations which would reduce the need to travel to work. However, the overall scale of growth proposed will inevitably lead to increased vehicular traffic and congestion with associated increases in emissions. Therefore, residual **negative effects** remain at this stage.
88. **Flooding:** This approach is not expected to produce significant effects therefore **neutral effects** are predicted. However, some employment uses are considered suitable in areas at risk of flooding, whilst residential development would not be. As such, a change of use in this respect could be negative.

89. **Historic environment:** effects would be dictated by the location and size of sites utilised through this approach. If sites are located in less constrained areas (away from heritage assets/ conservation areas) adverse effects would be less likely to occur. Employment land is less likely to contain heritage assets therefore the provision of housing here can potentially reduce pressure on other locations in more constrained locations (e.g. conservation areas).
90. However, given the scale of growth proposed and numerous heritage assets within the City, it is unlikely that development in heritage constrained locations can be entirely avoided. **Neutral effects** are predicted in relation to development within CEAs.
91. **Natural landscape:** Existing employment land is generally within less sensitive landscape areas therefore the introduction of residential development into such locations is unlikely to adversely impact the landscape. There may be **positive effects** as the approach can help reduce encroachment on areas of high landscape sensitivity.
92. **Biodiversity and geodiversity:** Employment land is generally less environmentally constrained; therefore, this approach is unlikely to lead to adverse effects and would potentially help reduce development pressure on other more constrained areas. Therefore, this option could have some **positive effects** overall.
93. **Accessibility and transport:** This option is likely to engender some positive effects on accessibility as the sites would be in accessible locations benefitting from the city's extensive public transport links (Bus, Metro, Sprint Rapid Transit and HS2).
94. However, this is offset by the potential lack of walking/ cycling infrastructure within the employment locations and the lack of community services such as healthcare and education within employment areas. Therefore, **neutral effects** are predicted overall at this stage.

Option 6 Release Green Belt for housing

95. This option proposes Green Belt release for new residential development. The majority of Green Belt land is concentrated within the north and north east of Birmingham but there are smaller Green Belt areas (green wedges) to the east, west and south west along the city's boundary. The Green Belt covers around 15% of the total area of Birmingham. The adopted BDP set a precedent for Green Belt release, proposing a 6,000 dwelling sustainable Urban Extension (SUE) in the green belt at Langley in Sutton Coldfield, north east of Birmingham.
96. **Housing:** This option is likely to produce beneficial effects with respect to housing as it is likely to boost housing land supply thus contributing towards the housing growth required in the BLP. It may also enable the provision of more affordable housing, particularly on larger sites and could provide a different type of housing than would be possible at higher densities in the City. Whilst the locations are relatively remote from the rest of the City, development in the form of SUE's would partly compensate for this by providing necessary infrastructure and community services (e.g. health, education and retail) and some of the locations are in close proximity to local centres (e.g. Sutton Coldfield).

Importantly, this option may be critical to fulfilling the unmet housing need, as such, it is predicted to produce **likely significant positive effects** on housing.

97. **Equality, diversity and community development:** Whilst there are relatively small areas of deprived neighbourhoods in the north east, the majority of Green Belt areas are less deprived than more central locations in Birmingham. In this context development in the Green Belt is less likely to help those in the most deprived locations.
98. However, large schemes (e.g. Langley SUE) can provide more affordable housing, new employment opportunities and new community services which would be particularly beneficial to the deprived households in Birmingham. However, this would only apply to large scale SUE schemes, smaller scale development within the Green Belt may not be well placed with respect to employment and community services (e.g. healthcare and education) which may adversely impact the ability of residents to access such services. Therefore, whilst some positive effects are possible due to improved housing provision and access to jobs and services, this would depend on the location and size of development proposed which remains unknown at this stage. Therefore, **neutral effects** are predicted overall.
99. **Health and wellbeing:** Large scale development within the Green Belt has the potential to produce attractive new neighbourhoods with better provision of open green space and active travel infrastructure, particularly if these are in the form of SUEs. Furthermore, the enhanced housing provision, including affordable housing would have beneficial impact on health and wellbeing. However, these positive effects are offset by the negative effects associated with the net loss of open/ green space, particularly in areas of high landscape value (e.g. in Sutton Coldfield). Therefore, mixed effects are likely; **positive ones** due to the enhanced housing provision (including affordable housing) and potentially **negative** implications due to loss of high quality green/ open space which is currently underprovided in Birmingham.
100. **Waste and resource use:** No direct significant effects are anticipated to arise specifically due to this approach. Any effects would depend on the relevant BLP site specific policies, therefore **neutral effects** are predicted at this stage.
101. **Economy and employment:** The approach may produce some new employment, retail and offices if a mixed use SUE development approach is implemented. The boost in housing would also help support future economic growth. Therefore, **positive effects** are envisaged.
102. **Air quality:** The overall housing growth will inevitably lead to increased traffic and congestion and therefore likely to exacerbate the current air quality issues. Green Belt locations could potentially be less accessible to facilities and services by sustainable modes, and this could lead to increased car trips and associated air quality issues. These are potential minor **negative effects**.
103. **Water quality:** As with other options discussed the additional growth proposed can potentially adversely impact the quality of water bodies through surface water runoff and treated wastewater effluent. There may be opportunities to implement SuDS as part of new development, but this remains

uncertain at this stage with **negative effects** predicted due to the additional pollution likely from surface run-off and combined sewer over-flow events.

104. **Land and soil:** Under this option there would be some loss of non-urban land in the Green Belt areas some which is best and versatile agricultural land (BVM) including grades 2 and 3a area in the north east of the City. This is likely to be significant if the proposed sites are similar in scale to the Langley SUE scheme. Therefore, this approach has **likely significant negative effects** on land and soil due to the encroachment on non-urban land within the green belt in locations likely to contain high quality agricultural land.
105. **Achieving zero carbon living:** As discussed under the other options the scale of growth proposed is likely to create more vehicular traffic leading to increased congestion and emissions. The Green Belt areas may not be within walking/ cycling distance from community services such as schools, shops and GP surgeries which may increase reliance on cars. The relative remoteness of the potential sites from existing employment and the larger centres may lead to greater reliance on cars. Conversely if development is to take the form of large scale SUEs then these would provide significant new community services and infrastructure which could reduce reliance on cars and may facilitate modal shift. That said, the overall scale of growth proposed will inevitably lead to increased vehicular traffic and congestion with associated increases in emissions. Therefore, residual **negative effects** are likely to remain.
106. **Flooding:** Some Green Belt locations are in areas of low flood risk. Though there are areas that contain flood zone 2 and 3, it is presumed that these would be sequentially avoided. Therefore, this approach is predicted to have **neutral effects**.
107. **Historic environment:** Green Belt areas within Birmingham present varied sensitivities with regards to heritage. Though the number of assets is reduced compared to urban areas, there are still sensitive assets such as scheduled monuments and listed buildings near or within potential development locations. It is considered unlikely that these assets would be directly affected, but there is certainly the potential for the setting of assets to be affected, as open countryside is important to several of these historic features. On the other hand, if less sensitive Green Belt locations are involved, it could help to take pressure from the urban areas where the prevalence of heritage is much higher. On balance, given the relative shortage of open space around the urban areas, it is considered that some residual **negative effects** on the historic environment would arise. It is unclear whether these would be significant, as the precise locations are unknown at this stage.
108. **Natural landscape:** The Green Belt locations are varied in relation to landscape sensitivity. However, much of the remaining areas contain parcels assessed to be of high landscape sensitivity to development⁸. Further encroachment into Green Belt could therefore have negative effects. Development in Green Belt locations is more likely to be of a scale that supports new facilities (to ensure that they are sustainable), and therefore, the potential for **significant negative effects** is higher in this respect. Smaller piecemeal development could be more acceptable from a landscape perspective but would be more likely to have poor accessibility (which is contrary to the NPPF).

⁸ [Green belt assessment \(2013\)](#)

Again, the effects will depend on the exact location and extent and nature of growth.

109. **Biodiversity and geodiversity:** The Green Belt locations include a number of habitats of moderate to high ecological values including (to varying extents) Local Nature Reserves, Sites of Special Scientific Interest (SSSI), Sites of Importance for Nature Conservation (SLINCs) and Tree Preservation Orders (TPOs). Therefore, this option is likely to lead to some development in environmentally constrained locations with potentially **negative effects** on biodiversity. That said, there may be scope for mitigation in the form of providing new, connected green spaces and seeking biodiversity net gain within new development schemes.
110. **Accessibility and transport:** Generally speaking, growth in Green Belt locations would be in proximity to suburban areas with either poor or reasonable access to facilities and services. There are also locations where the existing road infrastructure is congested particularly at peak times. Also, the choice of travel modes may be limited which may lead to increased car journeys due to the relative remoteness from the main employment sites in Birmingham. Furthermore, walking/ cycling infrastructure is likely to be more limited. Therefore, some **negative effects** are envisaged. Larger scale developments such as SUEs may provide the scale of investment required to enhance existing infrastructure and provide new transport services, but this remains uncertain at this point.

APPENDIX C – Appraisal of Employment Options

Employment Option 1 Continue investigating and identifying further sources of land supply to address the shortfall

This option would involve identifying further opportunities for employment development within the city, including in existing employment areas such as the CEAs, and other locations identified by the Council. Effects would ultimately depend on the locations of sites identified; if these are located in the existing core employment locations (CEAs) then positive synergies would be likely as these areas already benefit from good transport links and are located close to other businesses and services. Conversely, if the chosen locations are in remote or less well connected locations which may not be well located with respect to transport infrastructure and services, potentially negative effects would be likely due to the less sustainable locations. Furthermore, if the identified sites lie in non-employment use areas, e.g. residential neighbourhoods, there may be adverse effects on existing uses. Overall, uncertain mixed effects are likely at this stage; uncertain positive effects if identified sites are in existing employment areas such as the CEAs and uncertain negative effects if the selected sites are relatively remote from services and infrastructure or in non-employment related use.

Housing: Effects would depend on the location of sites identified, if these are located outside residential areas, within employment areas such as the CEAs then effects are neutral. However, if identified sites are within residential neighbourhoods there may be **negative effects** on housing as the new employment areas may lead to disturbance, loss of privacy, road congestion, parking issues and potentially pollution. Some areas identified for employment expansion might also be potential sites options for housing, so a balance would need to be struck.

Equality, diversity and community development: As discussed above, effects are dependent on locations chosen. If sites are located within the CEAs, which overlap some of the most deprived areas in the City, there may be **positive effects** pertaining to improved accessibility to new employment opportunities. Conversely if sites selected are distant from the more deprived areas, there are less likely to be any beneficial effects (neutral). Increased employment in the City could also potentially add to air quality issues, which could disproportionately affect deprived communities (**negative effects**).

Health and wellbeing: Effects depend on the location of the additional employment land. As discussed above, if sites are placed in residential locations there is potential for **negative effects** on the health and wellbeing of residents due to issues around parking, congestion, noise and pollution. If sites are within existing employment locations, no significant effects would be expected in this respect. **Positive effects** may also arise if communities are able to access new employment opportunities.

Waste and resource use: Locations within existing CEAs may offer more scope for waste reuse / circular economy production due to the concentration of different industrial/ commercial and business uses in the same location where by-products or waste from one industry may be useful as a resource for another neighbouring facility, but this is uncertain as it depends on the exact location chosen and type of commercial/ industrial uses in the area chosen. Therefore, uncertain **positive effects** are envisaged at this stage for sites located in existing employment areas, otherwise effects are unlikely to be significant for sites located outside the CEAs (i.e. **neutral**).

Economy and employment: Accommodating the employment land shortfall within the City is likely to engender positive effects as it would create more job opportunities; directly benefitting Birmingham's economy, generating growth and revenue locally. Location will have an important bearing on the magnitude of such effects, sites within existing employment areas and CEAs are likely to be more positive due to the synergies with existing uses, transport infrastructure and services. However, there may be some locational specific factors for some industries that mean areas outside of the CEAs are more favourable. Potential **significant positive effects** are identified at this stage.

Air quality: Whilst effects depend on locations chosen and the type of employment use proposed, placing the employment land shortfall within the City is generally positive as it will benefit from existing transport infrastructure and services, particularly in the existing employment areas. It also means residents will travel shorter distances to access employment. Allocating employment land in more remote locations would be more likely to lead to longer journeys and increased reliance on car journeys. Having said that the scale of growth proposed will generate more industry associated emissions (e.g. from HGV traffic) and traffic leading to **negative effects** overall. These may be made worse if the shortfall is allocated in relatively remote, less well connected areas.

Water quality: No additional or significant effects are envisaged; neutral effects.

Land and soil: Mixed effects are predicted; locations within existing employment areas are not anticipated to produce significant effects as land would most likely be brownfield. However, negative effects would be more likely if sites were allocated in non-urban and rural/ semi-rural areas as this could lead to loss of BVM agricultural land. Potential / uncertain **negative effects** are predicted.

Achieving zero carbon living: Uncertain effects are envisaged at this stage; placing the employment land shortfall within the City is generally positive as it will benefit from existing transport infrastructure and services, particularly in the existing employment areas. This should help to reduce emissions arising from the construction of new infrastructure and limit additional emissions due to transport and travel. However, allocating employment land in more remote locations would be more likely to lead to longer journeys and increased reliance on car journey. It is difficult to predict whether per capita emissions would increase or decrease without understanding where growth would be located.

Flooding: Effects would be dependent on the exact locations and therefore, effects are uncertain at this stage. Some parts of the existing CEAs fall within flood risk zones 2 and 3, as well as being at risk of surface water and groundwater flooding. Development here could therefore have negative effects.

However, given the need to apply a sequential approach with regards to flood risk, and the less sensitive nature of some employment land uses, it is anticipated that effects would not be significant.

Historic environment: Effects would be dictated by the location and nature of sites identified. If sites are located in less constrained areas (away from heritage assets/ conservation areas) adverse effects would be less likely to occur. For example, employment areas are less likely to contain heritage assets, and therefore the provision of additional employment here can potentially reduce pressure on other more constrained locations, leading to **positive effects**.

However, if employment land is allocated in more constrained locations such as, in the vicinity of heritage assets or conservation areas, **negative effects** would be more likely due to the potential adverse impacts on the character and settings of the historic environment resulting from incompatible employment type uses.

Natural landscape: Existing employment areas are generally in less sensitive landscape areas therefore locating more employment land in these locations is unlikely to adversely impact the landscape and could potentially reduce pressure in more sensitive locations (i.e. **positive effects**) Location of employment land in more sensitive landscape areas would potentially lead to negative effects as the allocations are likely to be out of character with the existing landscape character.

Biodiversity and geodiversity: Effects would be dependent on the location of sites selected for development. Locations in existing employment areas are unlikely to lead to development in environmentally constrained areas, and could reduce pressure elsewhere, which is **potentially positive**. However, if employment land is located in more environmentally constrained areas, this option may lead to **negative effects**, due to potential loss of habitats and fragmentation as well as disturbance and pollution impacts.

Accessibility and transport: Locating more employment land within existing employment areas is likely to have **positive effects** as these already benefit from transport infrastructure and services. However, not all of these locations would necessarily support sustainable travel, and so significant positives cannot be presumed at this stage. Selecting more remote locations could be more likely to have **negative effects** as they would likely be less well connected to transport and services, leading to increased reliance on car journeys.

Employment Option 2 Accommodate the shortfall within other authorities in the wider Housing Market Area (HMA):

This option would involve working with other authorities within the wider Housing Market Area (HMA) to address the shortfall. The Council would discuss this with other HMA authorities to determine whether any employment land proposed in their forthcoming plans can meet some of Birmingham's need. For example, evidence for the Black Country Plan has identified 53 hectares of potential development land at the West Midlands Strategic Rail Freight Interchange in South Staffordshire that can cater for a share of Birmingham's B8 warehousing needs.

Housing: There are unlikely to be significant effects on housing under this option. However, less requirement to deliver surplus employment could open opportunities to promote housing on land within the City, which is a potential **positive effect**.

Equality, diversity and community development: Effects would depend on the locations of employment sites. If these are in areas in proximity to more deprived areas in neighbouring authorities (in the HMA), there may be beneficial effects associated with improved accessibility to new employment opportunities (however, this would not necessarily have direct effects in Birmingham unless deprived communities can access these jobs). If employment sites are distant from the more deprived areas and are not accessible via commuting for Birmingham residents, then there are less likely to be any beneficial effects for the City itself. At this stage, potential **minor negative effects** are predicted, as opportunities to access jobs could be more difficult for certain communities in Birmingham that have less social mobility.

Health and wellbeing: Effects depend on the location of the additional employment land, however as these are expected to be met outside of Birmingham itself, it is considered unlikely that significant effects would arise for the health of residents in Birmingham itself. Therefore, neutral effects are predicted.

Waste and resource use: Employment will generate waste and use resources during construction and operation, regardless of location. However, in terms of how resources and waste are managed, if the shortfall in employment land is met outside of Birmingham, it would mean that lower amounts of waste are generated in the City itself and fewer resources utilised. This could be considered a **positive effect** for Birmingham, but the effects would be very minor, and depending upon waste disposal and recycling arrangements, waste could very well be brought back into the City to be processed (which would not be effective with regards to the movement of waste).

Economy and employment: Accommodating the employment land shortfall outside the City may have adverse effects on the local economy and employment (In Birmingham itself), but this would not be anticipated to be significant given the existing stock of employment land and pipeline development in the City. Furthermore, provision within the HMA is also likely to have direct / indirect economic benefits for Birmingham due to growth produced in the regional / HMA economy. Therefore, effects are predicted to be **minor positive**. Such an approach may also offer better opportunities to identify high quality employment land if the scope of sites is widened beyond Birmingham City itself.

Air quality: Placing the employment land shortfall outside the City could lead to some degree of out commuting with adverse consequences on air quality. On the other hand, this may reduce further deterioration in the AQMA which covers the whole of Birmingham. As discussed above effects are likely to be insignificant when considered in proportion to the overall growth in employment land, the majority of which is to be provided within the City. On balance, **neutral effects** are predicted.

Water quality: No additional or significant effects envisaged; **neutral effects**.

Land and soil: The effects of growth in other HMA areas are difficult to predict without knowing the nature of the land involved. However, it is possible that this could involve some greenfield agricultural land, which are potential negative effects in those locations (but not from a Birmingham City only perspective). If growth is on land that has already been identified for employment growth, then the additional effects on land are neutral / **positive** as it would reduce pressure for further land use in Birmingham.

Achieving zero carbon living: Seeking to meet a shortfall in employment land outside of the City could have mixed effects. In one respect, it could lead to increased travel /commuting from residents out of Birmingham, which could increase emissions from transport. On the other, it would reduce emissions being generated within Birmingham at new employment locations. These emissions would still arise elsewhere though, so overall, **neutral effects** are predicted.

Flooding: Meeting employment land shortfalls outside of the City would mean that there are **neutral effects** in terms of flooding and flood risk in the City itself. The nature of effects in the wider HMA are difficult to predict without knowing the location of development (and is beyond the scope of this SA).

Historic Environment: Effects would be dictated by the location and nature of sites identified. If sites are located in less constrained areas (away from heritage assets/ conservation areas) adverse effects would be less likely to occur. Generally existing employment areas (in the City or wider HMA) are less likely to contain heritage assets therefore the provision of further employment land here can potentially reduce pressure on other more constrained locations leading to positive effects. However, land could be identified in greenfield locations in the wider HMAs. For the City itself, the reduced need to identify land for employment would most likely be beneficial for heritage, as it would reduce pressure to develop locations that are more sensitive (whether this be for employment or housing). Therefore, minor positive effects are predicted).

Natural landscape: The existing employment areas are generally in less sensitive landscape areas therefore locating more employment land in such locations is unlikely to adversely impact the landscape. If new land is involved, this could lead to negative effects, but this is an uncertainty, and the effects would be outside of Birmingham City itself (though potentially on the periphery) From a Birmingham perspective, this approach could reduce pressure to release Green Belt land (whether this be for housing or employment), and so is potentially **positive** with regards to landscape.

Biodiversity and geodiversity: Effects would be dependent on the location of sites selected for development in the wider HMA. From a Birmingham perspective, this approach would reduce pressure to release land in sensitive locations (whether this be for housing or employment, and so potentially is **positive** with regards to biodiversity).

Accessibility and transport: Locating more employment land within the wider HMA could lead to increased commuting (from Birmingham to the HMA) to access employment. This is negative, as it increases the length of trips and could lead to more car travel and poorer access to jobs for some communities.

On the other hand, some HMA employment locations have good accessibility by sustainable modes of travel, and this could be preferable to poorly located sites in Birmingham itself. These are potential **positive effects**, but a degree of uncertainty exists.

Birmingham Local Plan

Issues and Options Document

Consultation Statement



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1 Introduction and Background

1.1 Background to the Consultation

The Birmingham Development Plan (BDP) was adopted on 10 January 2017 and provides a spatial vision and development strategy for the city over the plan period 2011-2031. The BDP contains strategic policies and site allocations which are used to shape development and determine planning applications. The BDP forms a key part of Birmingham's Local Plan; a collection of documents that sets the planning framework for the city.

Local planning authorities are required by legislation to review Local Plan documents at least every five years from the date of adoption to ascertain if their policies need updating. There have been a number of changes to national planning policy and guidance since the plans were adopted, relating to a variety of issues such as affordable housing, climate change mitigation and biodiversity enhancement, as well as the introduction of a standard method to calculate local housing need and the Housing Delivery Test. Locally, the City Council declared a climate emergency in June 2019 and has committed to achieving carbon neutral status by 2030 or as soon thereafter as a 'just transition' allows.

Given the scale of changes to national policy and legislation and changes in local circumstances as set out above, it was recommended that a new Local Plan was prepared to replace the BDP. The new Local Plan, to be known as the Birmingham Plan, will involve evidence and information gathering and three main consultation stages before the Plan is submitted to the Secretary of State for Levelling Up, Communities and Local Government and subject to an Examination in Public carried out by the Planning Inspectorate. If, through that process, the Plan is found to be sound, the Birmingham Plan will then be adopted.

1.2 Key stages in the production of the Birmingham Local Plan

There are three opportunities to formally consult with local communities, businesses and key stakeholders during the production of the Birmingham Local Plan. These are the Issues and Options Consultation, the Preferred Option / Draft Plan consultation and the Publication / Pre-submission consultation. These three consultation periods are set out as a statutory requirement of Regulations 18 and 19 of The Town and Country Planning (Local Planning) (England) Regulations 2012.

The table below sets out the proposed timetable for the key stages of the Birmingham Plan along with the minimum consultation period.

Table 1: Proposed Timetable for the Birmingham Plan

| Key Stages | Scheduled Date | Minimum Consultation Period |
|---|------------------------------|--|
| Evidence gathering / Sustainability Appraisal scoping | June 2021 | N/A |
| Issues and Options consultation (Regulation 18) | 24 October – 5 December 2022 | 6 weeks |
| Preferred Options / Draft Plan consultation (Regulation 18) | October 2023 | 6 weeks |
| Publication/Pre-submission consultation (Regulation 19) | October 2024 | 6 weeks |
| Submission (Regulation 22) | June 2025 | N/A |
| Examination (Regulation 24) | Autumn 2025 | Ongoing during Examination period led by Planning Inspectorate |
| Adoption (Regulation 26) | Summer 2026 | N/A |

This stage is the Issues and Options and focuses on scoping the new Local Plan, the issues that the review will need to address and the identification of broad options.

1.3 Consultation on the Issues and Options document

This Consultation Statement sets out the consultation process and outcomes for the Birmingham Local Plan Issues and Options stage. The Issues and Options Consultation took place between 24th October and 5th December 2022. This Statement will explain the background and approach to the consultation and the level of engagement from stakeholders and members of the public along with a summary of the responses including the key issues raised during the consultation. This includes the Council's response to the issues raised and how they will be addressed during the future stages in the development of the Birmingham Local Plan towards adoption.

The National Planning Policy Framework (NPPF) is clear that early and meaningful engagement and collaboration with residents, organisations and businesses is essential in the preparation of the Local Plan. Once it reaches Submission (Regulation 22) Stage, the Birmingham Local Plan will be examined for "soundness" by an independent planning inspector whose role is to assess whether the plan has been prepared in accordance with legal and procedural requirements as well as the Duty to Cooperate. One of the tests of soundness will be whether it is founded on a robust and credible evidence base and represents the most appropriate strategy when considered against the reasonable alternatives. The responses to the consultation exercises will therefore form part of this evidence base and be used to help inform and influence the contents of the Plan as well as guiding the policy choices where options exist.

Birmingham City Council will need to demonstrate that consultation has taken place throughout the process and that we have actively tried to engage with people who have a stake in the future of the area. The City Council has an adopted Statement of Community Involvement (SCI) (2020) which provides guidance on who we will involve in the production of planning documents and the techniques that might be used. SCI's sets out the minimum levels of involvement that interested people should be entitled to expect, but we would hope to exceed these levels where we are able to do so.

During the issues and Options consultation, views were sought on:

- the planning challenges and opportunities for Birmingham
- the vision and objectives for Birmingham
- options for housing growth and the types of homes required
- how should the Local Plan address the Climate Emergency and climate change
- the natural and built environment
- economy and centres
- connectivity
- locations for growth
- the evidence base being prepared
- cross boundary and strategic issues that will need to be addressed

1.4 Objectives of the Issues and Options Consultation

- Understand the requirements and priorities of Birmingham's citizens on what they want its future to be in terms of housing, jobs, infrastructure and the environment.
- Understand how the City's businesses, developers, investors and landowners see the future of Birmingham and how they can contribute to its planning and development.
- Understand how other key stakeholders see the future of Birmingham and how they can contribute to its planning and development.
- To inform all citizens and stakeholders about what we are doing and the stages we have to go through in plan making and adopting the Birmingham Local Plan.
- To secure the involvement of all citizens, business and other stakeholders now and throughout the process of preparing the Birmingham Local Plan.
- To obtain meaningful input, using a range of consultation tools and techniques, to ensure we have a local plan that best meets the needs of Birmingham.

2 Methods of Engagement

2.1 Main Consultation

The Issues and Options Document: An issues and options report entitled Our Future City Plan: Birmingham Local Plan Issues and Options was produced that aimed to guide interested parties through the issues and ask questions to aid the consultation. This provided the background and detail of the different issues and options needing to be addressed when the Birmingham Local Plan evolves through its next consultation stages. The document set out nine chapters covering the issues set out in paragraph 1.3 above and was accompanied by 54 questions on the various subjects needing to be addressed.

On-line Consultations Document: An interactive version of the Issues and Options consultation document was available online and was hosted by *Objective*. This allowed for consultees to comment on specific questions as they navigated their way through the different chapters of the document. The software was also able to send automatic notifications to all consultees confirming that their consultation responses had been made. Following the consultation period all consultation representations have been collated and grouped together to allow for easier reviewing by officers. Some respondents chose to provide their response via email and these representations were then manually entered on to the *Objective* system by officers.

Call for Sites : To inform the Local Plan and provide suggested sites for future development, a 'Call for Sites' was undertaken in parallel with the Issues and Options consultation (which has also continued since), inviting landowners, developers and anyone who is aware of suitable sites to submit them for consideration through the plan making process. Submission of sites could be made directly using the online *Objective* system including any plans and other attachments. Some submissions were made via email which were then added to the *Objective* system by Officers. In making a submission, information was required on the following:

- Location and access to site
- Potential use and capacity
- Constraints and assets
- Potential infrastructure requirements

Summary Leaflet: A summary leaflet was produced that provided an overview of the key consultation issues in order to encourage people to get involved in the consultation without requiring them to go through the full Issues and Options paper.

Online news releases: The start of the consultation was highlighted on the City Council's website news pages and a link provided to website page for further information.

Consultation Video: A two-minute consultation video was produced to provide a quick accessible overview of the consultation to help reach a wider audience. A link to the video was provided through the website page, social media and on the City Council's YouTube page.

Social Media: Social media was used as a way to promote the consultation period, consultation events and to raise awareness of the issues that the Local Plan will be looking to address. Regular posts were made on the City Council’s Twitter, Facebook and LinkedIn accounts. Approximately two posts per week were made through each medium throughout the consultation period and particularly when consultation event dates were approaching (see below).

Posters: Posters promoting the consultation period and local events were distributed across the City to all libraries and a number of community centres and cultural facilities across the whole City.

Display Boards for Events: Pull up banners were produced and used to promote the consultation and at consultation events. Three display boards were produced explaining the key issues and elements of the Local Plan consultation.

Member Bulletin: A bulletin explaining the purpose of the Issues and Options document and the consultation process was sent to Members prior to the start of the consultation period.

Online Members session: An hour-long online Teams session was held on 18th October 2022, prior to the start of the consultation to explain the purpose of the Issues and Options document and the consultation process. The session began with a presentation by Officers followed by a question-and-answer session.

2.2 Consultation Events

Online consultation events: Three hour-long online Teams sessions were arranged open to everyone and advertised as online consultation events. A link was provided online on the City Council’s website and the events were advertised on social media and on the posters distributed (see above). The session began with a presentation by Officers followed by a question-and-answer session. Relevant comments received were added to the Objective system alongside other comments including from the other Consultation Events (see below). The three events were held on the following dates and times:

| | |
|---|-----------|
| Monday 31 st October 2022 | 10am-11am |
| Wednesday 2 nd November 2022 | 6pm-7pm |
| Friday 4 th November 2022 | 2pm-3pm |

Online consultation event for Business Improvement Districts (BIDs): An online event was also held for representatives of the BIDs across the City. This took place on Friday 18th November 2022 at 11.30am where BID representatives were able to hear a presentation on the Issues and Options Document by officers followed by a question-and-answer session. Comments received were then put into the Objective system where relevant.

Face-to-face consultation events: Throughout the consultation period a number of consultation events were held across the city where people could come along, ask

questions and find out more about the review. These events were publicised on the Council's website; on the posters which were distributed to venues across the city; and on the City Council's social media accounts as and when they were upcoming. One event was held in each of the ten Constituencies which make up Birmingham plus one other event held in the City Centre (at the Library of Birmingham) with the Constituencies, venues, dates and times set out below.

| | | |
|---|------------------------|----------|
| Erdington Erdington Co-op Supermarket | Tuesday 25th October | 1pm-7pm |
| Hodge Hill The Shard, Library Shard End Perry Barr One Stop Centre, Perry Barr | Thursday 27th October | 10am-5pm |
| Northfield The Northfield Centre Sutton Coldfield Gracechurch Shopping Centre | Tuesday 1st November | 1pm-7pm |
| Selly Oak Morrisons, Stirchley | Thursday 3rd November | 12pm-6pm |
| Yardley Swan Centre, Yardley Ladywood Ladywood Leisure Centre | Saturday 5th November | 10am-4pm |
| City Centre Library of Birmingham | Thursday 10th November | 1pm-7pm |
| Edgbaston Harborne Pool and Fitness Centre Hall Green Moseley Exchange | Tuesday 15th November | 12pm-6pm |
| | Thursday 17th November | 1pm-7pm |
| | Saturday 19th November | 11am-5pm |
| | Tuesday 22nd November | 1pm-7pm |
| | Thursday 24th November | 2pm-7pm |

2.3 Duty to Co-operate

The Duty to Co-operate is a requirement of the Localism Act 2011 and is designed to ensure that all bodies involved in planning work together on strategic issues that are greater than local significance. It places a legal duty on LPAs and specified prescribed bodies to engage constructively, actively and on an ongoing basis to maximise the effectiveness of Local Plan preparation in the context of strategic cross boundary matters.

The Duty to Co-operate is not a duty to agree, however LPAs should make every effort to secure the necessary co-operation on strategic cross boundary matters before they submit their Local Plans for examination. The co-operation should produce effective and deliverable policies on strategic cross boundary matters.

Other public bodies, in addition to LPAs, are subject to the Duty to Co-operate by being prescribed in the Town and Country Planning (Local Planning) (England) Regulations

2012 as amended by the National Treatment Agency (Abolition) and the Health and Social Care Act 2012 (Consequential, Transitional and Saving Provisions) Order 2013.

The Prescribed Bodies are required to co-operate with LPAs and the other Prescribed Bodies. These Bodies play a key role in delivering local aspirations, and co-operation between them and LPAs is vital to make Local Plans as effective as possible on strategic cross boundary matters. The Bodies should be proportionate in how they do this and tailor the degree of co-operation according to where they can maximise the effectiveness of plans.

Planning officers representing the 14 Councils which make up the Birmingham and Black Country Housing Market Area have met regularly (monthly) over the last four years to discuss the housing shortfall across the whole HMA and determine a strategy to reduce the shortfall. The local authorities which make up the HMA were all contacted specifically before and during the consultation to discuss the potential housing and employment land shortfalls that Birmingham will be predicting for the Local Plan period. A presentation on the Birmingham Local Plan consultation was also made at one of the regular monthly meetings held.

3 Analysis of the Issues and Options Consultation

3.1 Response Numbers

Number of consultation respondents = 115

This was made up from the following:

- 11 Councils (Bromsgrove and Redditch, Cannock Chase, Dudley, Lichfield, Sandwell, Solihull, South Staffs, Stratford, Walsall, Wolverhampton, Worcestershire County) + 1 Parish Council (Hagley)
- 14 Public bodies / Duty to Cooperate partners / utilities e.g. Environment Agency, Historic England, National Highways, Network Rail, Severn Trent, TfWM
- 18 Interest groups / campaign groups / Action groups
- 61 Private sector organisations (landowners, developers)
- 10 Individuals

Formal comments received = 595

Call for Sites = 150

- 99 residential sites
- 17 mixed-use sites
- 23 Industrial / commercial sites
- 11 undetermined uses
- 27 on Green Belt sites
- 123 on previously developed / brownfield sites

Total number of people attending the online consultation events = 77

No. of people making comments during the face-to-face consultation events = 90

3.2 Key Themes and Responses Formal Representations

Chapter 2: Challenges and Opportunities

- 41% of respondents to the question on whether they agreed with the challenges and opportunities identified with a further 50% partly agreeing or suggesting other challenges and opportunities in addition.
- Only 9% of respondents disagreed with the challenges and opportunities identified.
- Prioritise brownfield development over greenfield
- Priority not just on house numbers but the need for more affordable homes and homes for the elderly
- Need to emphasise impact of growth on infrastructure as well as on neighbouring authorities
- Need more emphasis on natural environment and its value in mitigating for climate change and flood risk and opportunities to explore Biodiversity Net Gain
- Continue to work closely with other local authorities
- Closer management of the proliferation of HMOs

- All decisions should be made in light of reducing carbon emissions but also ensure that they are viable and deliverable
- Support for net zero carbon aspirations but needs clear goals and milestones which are achievable
- Need to value historic environment
- Important that Local Plan is not overly pre-determined by non-statutory vision of OFCP
- Requires more emphasis on tackling deprivation and inequality
- Large presence of Universities is an opportunity
- Lack of youth facilities
- More emphasis on benefits and opportunities of HS2
- More local transport link improvements to speed access to City Centre for more citizens

Chapter 3: Vision and Objectives

- 58% of respondents agreed with the proposed vision with a further 36% partly agreeing or suggesting amendments or additions.
- Only 6% of those responding to the question on the Vision, disagreed with it.
- Broad agreement with the vision but:
 - More emphasis on built heritage and social heritage needed
 - Need to include high quality new, affordable and family housing
 - Need to include reduction of crime and fear of crime
 - Need more priority on green spaces and the green economy
 - Viability needs to be taken into account
- The vision needs to be more specific to Birmingham and is deemed by some to be ambitious and potentially unrealistic around net zero carbon
- 56% of respondents to whether the objectives were right agreed. A further 37% who answered this question, partly agreed suggested amendments or additions.
- Only 7% of those who answered this question said that these were not the right objectives
- Investment in existing housing stock, skills and making Birmingham safer will be necessary to achieve objectives
- Co-operation and collaborative working with neighbouring authorities and partners to achieve wider growth
- More emphasis on community safety as well as strategic transport priorities
- Could greater 'social value' be added as an objective
- In terms of the most important objectives, Objective 3: A city of growth for all was considered most highly followed by Objective 5: A city of thriving neighbourhoods. Objective 1: A net Zero carbon city and Objective 7: A healthy city were also considered important.

Chapter 4 – Homes and Neighbourhoods

Options for housing growth

- In terms of the housing growth options suggested, Option 1: Increasing housing densities was deemed the most popular amongst those that suggested a

preference. This was followed in second and third by Option 6: release green belt for housing and Option 5: Utilise some employment land for housing. The least popular option was Option 4: Utilise poor under-used open space for housing.

- Regulate student housing and HMOs to free up more family housing
- Housing growth not at expense of other facilities such as sport and physical activity
- Green Belt should be last resort but should be reviewed strategically to alleviate pressure on surrounding local authority areas. Small green belt site releases should be considered rather than one large site
- Need agreement on dealing with any shortfall across the whole HMA area before the plan is adopted
- Housing target is too high, lower targets need to be tested to prevent green belt release
- High density housing growth in inner city and at transport modes
- No building on existing open spaces and nature areas
- Avoid conflicts with neighbouring uses when building housing
- Conflicts between higher densities and green city aspirations and impacts on provision of open space
- Range of housing needed including low and high densities to suit all needs

Homes and Neighbourhoods

- 67% of those that responded to the question on densities suggested that they were appropriate with 33% saying that they were not.
- 54% suggested we could be building to even higher densities with 46% saying that we should not.
- When asked whether we should have a policy with a simple split of affordable rent and affordable home ownership, the majority (77%) suggested that other approaches should be considered instead.
- With regard to housing for older people, 65% of those that responded to this question agreed that we should have a policy requiring a certain percentage of housing for older people on residential developments. There was also support for allocating sites specifically for housing for older people with 73% of those responding agreeing to this suggestion.
- Need to ensure that larger family sized accommodation is promoted in suitable locations and have a policy to prevent its loss across the City
- Need flexible approach to type, size, tenure.
- Need a strategy to deal with homelessness
- Need to consider greenfield development as well as brownfield
- Need stronger policy and clear strategy on self and custom build housing
- Concern about high levels of HMOs and exempt accommodation
- Need lots more affordable and need to challenge viability claims of developers
- Needs tighter definition of affordable housing and higher percentages provided
- More provision for older people and disabled people using different housing models
- No need to set aside a proportion of housing sites for elderly accommodation but a more flexible policy instead

- Greater mix in the City centre
- Need to incorporate more health provision in new developments
- Need more PBSA and specific buy-to-let developments for students to free up family housing. Should be within a specific distance from University and be subject to rent caps
- More energy-efficient homes
- Consider more build-to-rent and co-living as well as self-build and community land trusts
- Release green belt and greenfield to increase viability of affordable housing provision
- Simple split of tenure to avoid complicated and over-prescriptive policy approach
- No affordable requirement should be included on C2 elderly person accommodation
- Need a Lifetime Homes policy for all new development
- Gypsy and traveller accommodation should be integrated into existing neighbourhoods where possible in sustainable locations with good access to range of services
- Some say all developments or those over a certain threshold should be subject to a Health Impact Assessment while others say only for the largest development

Chapter 5 – Climate Change

Net Zero carbon

- All new build should be mandated to have energy efficiency measures including solar panels
- Flexibility to consider viability, affordable homes provision and open space provision
- Net zero requirements cannot wait until the Local Plan is adopted
- Net zero requirements are too fast and extensive and should be done through the Building Regs process and not additional policy
- Stronger policies are required to achieve net zero in time and needs to be an overriding theme of the Local Plan including incentives (finance/tax) to exceed requirements and penalties for non-compliance
- Need to clarify what is meant by net-zero carbon (energy only or all operational energy)
- Requires policy and prioritisation of extensive retro-fitting of existing properties across all ownerships instead of demolition – who will co-ordinate and pay for it
- Siting of turbines and solar panels need careful consideration around Birmingham Airport flight paths
- Higher density development and brownfield development will complement climate change measures
- Embodied energy calculations for new development
- Design considerations need to be set out including orientation, car charging, greening of buildings, local heat networks, waste and recycling facilities, green/blue infrastructure, habitat connectivity and life-cycle carbon assessments
- Development should model for more frequent flooding events

- Setup a local low carbon offset fund for new developments that cannot achieve net zero
- Apply BREEAM to relevant developments
- Policies will need to be clear on the hierarchy of requirements – which have priority when viability is an issue

Waste management

- Decarbonise existing heat networks and incorporate energy usage intensity (EUI) into policy to reduce consumption
- Development should be conditioned to submit waste management proposals
- No new incinerators to burn waste
- Infrastructure Delivery Plan to consider sewerage requirements of new development

Water efficiency standards

- 63% of those responding to the issue of water efficiency agreed that the Local plan should introduce higher water efficiency standards
- New development should demonstrate they are water efficient and incorporate water efficiency measures including rainwater harvesting and grey water usage
- Should be adequately covered by building regulations or requires strong evidence to justify otherwise

Overheating of buildings

- 65% of those responding agreed that the plan should introduce a policy to help prevent the overheating of new buildings
- Should align with Building regulations to focus on design for discharging heat
- More green infrastructure for shade and urban cooling
- Intrinsic component of good design
- Standards should be consistently applied
- Should be covered by Building Regs

Rivers and flood risk

- A high proportion (79%) of those responding agreed that the plan should facilitate the provision of multifunctional benefits for rivers in relation to flood risk, ecology, biodiversity and health and wellbeing.
- 100% of those that responded to the issue of providing a catchment-based approach to flood risk management agreed that the local plan should include a policy on this.
- Providing multi-functional and multi-benefit solutions such as watercourse improvements including management of green infrastructure
- Include canals as part of wider blue infrastructure and use them to help with surface water drainage
- Create 8m+ buffer / corridor along rivers (preferably up to 20m)
- De-culverting of water courses policy should be created to address the risks posed by retaining culverted and canalised watercourses
- Maximise assets and benefits of rivers for biodiversity, wildlife, open spaces for leisure
- Policy is needed to object developments that proposes to build new structures on top of ordinary watercourses or within the byelaw easement.

- Encourage positive orientation of developments along river corridors
- Absorption of surface water through more green roofs and other forms of green interceptors
- More use of SUDS
- Flood risk measures should not be subject to viability assessments

Chapter 6 – The Built and Natural Environment

Green Infrastructure

- More street trees and general tree planting as part of sustainable housing growth and other development
- Build parks along canals and rivers to open them up more
- Partner with BIDs and others to deliver green infrastructure in all our centres including green roofs
- Strengthen flood risk policies to provide and retrofit more high-quality SUDs areas and de-culvert water courses
- Adopt a Local Nature Recovery Strategy
- Ensure blue infrastructure is given weight
- Greening of local centres
- Need a target-based approach

Biodiversity Net Gain (BNG) and Urban Greening Factor

- Opinion was split as to whether we should explore higher than 10% net gain for all major developments. 46% said we should explore a higher percentage whereas 43% said that we shouldn't with the remaining 11% saying that this should only occur if viable.
- There was consensus (85%) that we should identify sites for off-site BNG in the local plan.
- Council should set ambitious targets (up to 50% suggested)
- Requiring 10% minimum goes against paragraph 57 of the NPPF and will reduce viability. Should let developers decide to go above 10% and not be a policy requirement
- Only for sites where biodiversity is negligible
- A flexible approach for the application of BNG should be used to ensure viability.
- >10% if gains are well managed / monitored and allow for off-site provision or provision through a credit system
- >10% will require robust evidence
- Additional sites should be allocated to provide off-site BNG as this may help especially smaller developers or small sites be delivered where onsite BNG is more difficult to be achieved but only as a last resort. However on-site BNG should still be prioritised. Such areas could be grouped together to form parks or habitat banks and tied into the Local Nature Recovery Network and together monitored by a live GIS-based solution.

- 71% of those that responded to the issue, agreed that an Urban Greening Factor should be introduced in the local plan with the remainder disagreeing (20%) or suggesting that it should have regard to the viability of developments (9%).
- An Urban Greening Factor should be introduced. Caveats suggested include:
 - on a site-by-site basis
 - only if justified
 - only if schemes such as older people's housing are exempt,
 - if more investment for maintenance of green infrastructure is provided
 - if a target figure or scoring mechanism is provided
 - combine with BNG requirements
- Some suggested an Urban Greening Factor would be unviable, instead a policy that allows a more local and site-specific approach while still aiming for urban greening is more appropriate.

Open Space

- 71% of those that responded to the issue, agreed with the proposed new open space standards suggested.
- A needs-based approach supported by evidence should be used for playing pitch strategy. Demand can be estimated using Sport England's Playing Pitch Calculator.
- Potentially create multifunctional green spaces for flood mitigation/protection
- Differentiation of open space types is helpful but is less flexible
- Increase protection of allotments and playing pitches
- Difficult to apply to inner-city, high-density sites
- Should be pushing for higher standards
- Improve access by identifying derelict / brownfield sites near built-up areas with good walking routes that could be 're-greened', regenerate canals and river access, 15-minute neighbourhoods, more open spaces/squares within urban areas, more playgrounds, improve cycling access and safety, improve bad open spaces and not build on them, increase investment and have a community-led approach

Design

- Consult the Birmingham Civic Society Planning Committee in policy/scheme making.
- Support habitat link and resident health Prioritise active travel movement
Respect local character and heritage assets in the city
- Consider impacts of new developments to existing buildings/communities/businesses.
- A tall buildings policy should or be area specific although some disagree
- Require building for Healthy Life Assessments as part of local validation requirements.
- By using design codes.
- Support more general guidance about the requirements for tall buildings which would be in line with the Design Guide SPD, but not anything more prescriptive such as locational based requirements.

- Suggestions learnt from the Sutton Coldfield Masterplan include design competitions, local design panels, design workshops, greater focus on Neighbourhood Plans and Community Development Trusts and site-specific development plans.

Historic Environment

- Consult the Birmingham Civic Society Planning Committee in policy/scheme making.
- Support habitat link and resident health Prioritise active travel movement Respect local character and heritage assets in the city
- Consider impacts of new developments to existing buildings/communities/businesses.
- Natural and historic environments can often link together to offer greater potential for enhancement of our places.
- Heritage is key to the emerging BLP and can be intrinsically linked to all the identified opportunities.
- Historic England would be seeking an approach which considers any harm to the significance of heritage assets, or their setting, and including unknown buried archaeology in line with NPPF requirements.
- Require building for Healthy Life Assessments as part of local validation requirements.
- Ensure that the historic environment is properly considered in identifying opportunity areas, in line with Historic England's advice note.

Chapter 7 – Economy and Centres

Regional Investment Sites

- 82% of those that responded to the issue, agreed to the proposed removal of the Regional Investment Site designation
- A few comments on whether to remove Regional Investment Site designation were received. Most agreed, particularly other local authorities but two responses were against removal due to a pressing economic need for strategic employment sites within the West Midlands.
- One respondent suggested that there is still further capacity for strategic provision in Birmingham at Fox Hill, at least in part.
- Other comments included that there is evidence to suggest that demand for sites to meet strategic industrial and logistic uses is greater than estimated and also that there is a need to prevent the employment offer at Longbridge being diluted.

Employment Land

- General support (67% of those responding to the issue) for refocussing Core Employment Areas for B2 and B8 only, in view of the introduction of Use Class E. However, a few disagreed on the basis that such employment areas need to retain flexibility to accommodate non-industrial uses important to the economy as well as health and social aims e.g. sport, leisure, health uses which cannot be accommodated elsewhere. Quality and accessibility improvements would assist in maintaining employment uses in these areas.

- Several suggestions as to how the employment shortfall should be met including:
 - allocating more strategic sites with Fox Hill being suggested by one respondent for mixed / industrial uses
 - discussions and joint working with neighbouring authorities to deliver wider regional options
 - do not deliver housing on existing employment land
 - better integration of employment and residential areas where compatible, including smaller distribution hubs and industrial operations that are well designed to coexist with residential uses with larger uses away from the city centre
 - use land released from HS2
 - promotion of specific sites (including green belt sites); 53 hectares already identified at the West Midlands Interchange site in South Staffordshire
 - Most agree that more flexibility should be allowed for employment land outside of Core Employment areas but some of these areas still provide a good supply of good quality employment sites
 - Growth of clusters should be encouraged e.g. healthcare med-tech businesses at Pebble Mill as well as using the universities as a focus for research and development industries

Offices and affordable workspace

- In terms of offices, a proposed reduction is accepted but long-term impacts of covid are not yet known and many offices also need refurbishment to meet environmental standards.
- Offices should not be unduly restricted in the City Centre as part of wider approach alongside high quality retail and leisure uses.
- Many respondents agreed that there should be a broader policy approach to cover commercial developments under Use Class E but this must be able to ensure that flexibility of uses within centres should be maintained (e.g. for underused office space) but also to deal with conflict of residential and night-time uses.
- 100% of those who responded to the issue agreed that there should be a policy in the local plan to support affordable workspace. No other objections to delivery of affordable workspace as well as its protection with support for start-up and grow-on spaces, hybrid living and working space, mixing such uses with housing developments in areas like the Jewellery Quarter and as part of build to rent proposals.

Local centres / high streets and night-time economy

- Respondents would like to see more of the following in high streets/centres:
 - more diversity, independents and enterprise in retail
 - sensible transport and parking provision facilitating all modes
 - more variety of things to do other than shopping to encourage visitors
 - review of rent/rates of retail premises to provide more flexibility
 - community safety
 - more pubs, restaurants, cafes
 - more landscaping, street trees, SuDS features, seating areas and event space

- replace vacant retail with residential, hotels, co-work space, sports facilities, childcare and community/health facilities;
- more youth facilities
- empty spaces above shops and upward extensions within centres; entertainment areas along canals
- No particular objections to the protection public houses, theatres, live music events and nightclubs with 93% of those responding agreeing that such a policy should be in place.
- protection of arts and cultural venues as well as sports and social clubs
- protection of public houses by making them assets of community value but must be viable as well
- need to maintain night-time economy businesses and protect from creeping residential uses
- new plan could also include a refresh of listed and locally listed buildings.
- Mixed opinions on whether there should be a policy which says where night-time uses should or shouldn't be located, with 62% of those responding saying there should be such a policy and 38% saying not.
- In particular, those who responded suggested the following:
 - important to maintain city centre vitality and viability as a 24-hour centre with a range of uses dispersed throughout the City
 - more about limiting residential next to night-time venues
 - ensure acoustic protection for residential uses
 - whole of City centre should be considered as a night-time economy area
 - curation by the BIDs
 - protection of night-time uses from noise complaint
 - any policy should consider access, safe parking and surveillance e.g. around hot food takeaway clusters
 - more wardens
 - no need for clustering of night-time businesses due to modern day construction capabilities (sound proofing) and use of conditions to control opening and delivery hours for businesses
- more support for independent bars, restaurants, retail, pop-up bars and restaurants, small scale live performance space
- integrated approach where all night-time businesses take shared responsibility for managing their area
- public transport policy to operate later into the night, particularly trains alongside a safety drive on transport and more widely across the city

Chapter 8 - Connectivity

Walking, cycling and public transport

- Need to comprehensive public transport / walking cycling system in place before people are tempted from cars including LTNs – need to look at Cities like Paris as an example
- need to tax cars according to dimensions to encourage smaller vehicles; more and safer cycle routes including use of canal towpaths

- rail freight needs to be more prominent in the BLP
- reallocation of road space is a must
- 15-minute neighbourhoods are essential part
- more bike hire to include toddler seats and trailers and more bike parking areas;
- move towards LTNs must be managed carefully not to damage business
- build transport infrastructure first followed by development
- Strategic Transport Assessment to support the Plan
- links to decarbonisation
- management and regulation of e-bikes and e-scooters
- needs of people with mobility issues who cannot readily use cycles or public transport
- rewards scheme for using sustainable transport via an app
- need to define short trip and long trip
- continued improvement of public realm across the City
- the following suggestions as to how public transport can be improved were made:
 - more trams (Metro)
 - regular, cheap, clean and reliable
 - free or highly subsidised at off peak times
 - more integrated park and ride schemes
 - free parking at Longbridge; parking controls
 - combined ticketing across modes – one ticket for a single journey
 - improve integration of buses and routes based strategic objectives and not profit
 - free buses within 3-mile radius of city centre
 - BLP needs to be more ambitious
 - re-regulate the buses
 - real time information at all bus stops
 - integration of cycling and public transport and more cargo bikes
 - more water buses on canals
 - more EV will be cleaner but will still want road space and parking for cars
 - a new bus station in Sutton Coldfield

Digital connectivity

- All who responded on this matter (100%) agreed that new development should make provision for future-proofed digital infrastructure especially as working from home is the norm and reduces the need to travel but also helps with micro-mobility hubs
- 82% of those that responded said that all developments should be required to meet an accredited standard for digital connectivity with only 18% disagreeing
- The Canals and Rivers Trust suggested that providers can use the canal towpath network for infrastructure

Chapter 9 – Locations for Growth

- 70% of those responding on the issue agreed that the principles for identifying the opportunity areas were the correct ones
- Support for the need for opportunity areas as it will always be that some parts of the city will be the focus of investment especially for housing growth

- Curzon Enterprise Zone is suggested as hub near to HS2 station
- Focus should be on brownfield land and not on the green belt while others promoted green belt sites
- Historic environment and character should be basis for new growth
- Impact on existing masterplans and SPDs needs to be considered
- Need to embed biodiversity and green infrastructure across all growth locations
- Gun Quarter should become mixed use residential
- Need for a strategic approach and clarity on how areas are identified
- Should be a focus on densification at transport nodes, corridors and proximity to public transport
- Comments on the approach to opportunity areas included: whether or not a green belt review will be done and should or shouldn't be considered as a growth option
- SPDs and Masterplans should be done at the same time as the BLP or, otherwise, not at all as this would add to uncertainty and create delays; they should also be flexible and not too onerous
- Allocation of opportunity areas should be meaningful and focussed; need to develop a concept plan and design code for each area identified
- Peddimore should be included as an opportunity area as it continues to develop
- 15-minute neighbourhoods should be taken into consideration
- Developer consortiums should take the lead on preparing masterplan / SPDs
- Some agreed that the opportunity areas are the right ones (25%) but the majority (75%) disagreed, some suggesting a lack of evidence as well as suggesting other areas including:
 - Public transport corridors
 - East Birmingham (in lieu of HS2 and Metro extension)
 - Local centres away from the City Centre
 - City Centre should be sub-divided into smaller areas
 - Specific areas of the green belt and land adjacent to the urban area
 - Bartley Reservoir area including Frankley
 - Cross border areas at Frankley into Bromsgrove
 - Aston and Witton near to Villa Park
 - Great Park in Rubery
 - Curzon Enterprise Zone is suggested as hub near to HS2 station
 - Gun Quarter should become mixed use residential

3.3 The Call for Sites

During the Consultation period 150 sites were put forward as proposed future development sites. There was a broad range of supporting information submitted with site information ranging from basic geographic information while others were submitted with full site surveys and supporting evidence as to why they should be allocated for future development. The breakdown of sites is set out in 3.1 above.

A full list of the detailed representations as well as the Council's response can be found on the Birmingham Local Plan webpages at:

4 Conclusions - how the responses will help shape the Birmingham Local Plan

The Consultation

Overall, the consultation was successful in its aims to publicise the Birmingham Plan and its process and extract views from a broad range of people, businesses, land owners and developers. Methods of publicity for the consultation including events, social media and a dedicated website page helped to highlight the issues and the different decisions which may be required in the coming years to accommodate growth and development across the City up to 2042. However, although this has provided a good basis for continuing to engage during the development of the Birmingham Local Plan and its future stages, there is still scope for improvements to how the Council engages the wider public to broaden the range of responses further, particularly to gain a greater geographic and socio-economic spread of views and comments.

The Call for Sites

150 new sites were put forward for suggestion as potential development sites by landowners, developers and agents. The majority of these sites are brownfield sites which have been added to the Council's Housing and Economic Land Availability Assessment (HELAA). All new site proposals will have to be assessed and weighed up against the evidence gathered for the Local Plan to see which proposals are deemed as suitable to take forward and be included as part of the future land supply for the city.

The need for further evidence

In order to work towards the Preferred Options stage of the Birmingham Local Plan, officers will use the representations and comments received to help shape the next stage in its development. In doing this, a range of further evidence will also need to be collected or commissioned which will help support arguments for and against the competing interests which have emerged in the representations received.

The evidence base is therefore crucial in giving us as much information as possible to make the informed decisions which will help to shape the Local Plan, but also allows the Council to demonstrate to the Planning Inspectorate that the Local Plan is sound.

The following is a summary of the evidence currently being put together alongside the consultation responses received to inform the preferred options as the next stage. It is not an exhaustive list and may be subject to change as the Local Plan progresses.

- Housing and Economic Development Needs Assessment (HEDNA)
- Housing and Employment Land Availability Assessment (HELAA)
- Gypsy & Traveller Accommodation Assessment
- Retail & Leisure Study
- Open Space Assessment
- Playing Pitches Assessment
- Strategic Flood Risk Assessment
- Water Cycle Study

- Waste Needs Assessment and Strategy
- Sustainable construction and Energy Studies
- Strategic Transport Assessment and more detailed studies where required
- Whole Plan Viability Assessment
- Green Belt Review
- Sustainability Appraisal
- Site specific technical assessments – both brownfield and greenfield sites.

Fig 1. Birmingham Local Plan Issues and Options Front Cover



Fig 2. Part of the Issues and Options Leaflet



Fig 3. Issues and Options Poster

Our Future Birmingham City Plan

Birmingham Local Plan

Consultation on Issues and Options
24 October to 5 December 2022

Birmingham City Council is consulting on the Birmingham Local Plan which will shape how our city will develop up to 2042.

To make your comments and views known please visit the Council's website at: www.birmingham.gov.uk/birminghamplan

You can speak to a planning officer at the following drop-in sessions:

| | | |
|----------------------|--------------------|--|
| Tuesday 26 October | 10am-7pm | Edgbaston Copr, B23 6BS |
| Thursday 27 October | 10am-1pm & 2pm-5pm | Shard End Library, B34 7AG |
| Tuesday 1 November | 1pm-7pm | One Stop Shopping Centre, Perry Barr, B42 1AA |
| Thursday 3 November | 12noon-6pm | Northfield Shopping Centre, B31 2JJ |
| Saturday 5 November | 10am-4pm | Saseochash Shopping Centre, B72 1PX |
| Thursday 10 November | 1pm-7pm | Morroons, Slachley, B30 2YY |
| Tuesday 15 November | 12noon-6pm | Swan Shopping Centre, Yardley, B25 8JJ |
| Thursday 17 November | 1pm-7pm | Ladywood Leisure Centre, B18 8TR |
| Saturday 19 November | 10am-6pm | Grand Central (next to Tesco) Revetation, B5 4BU |
| Tuesday 22 November | 1pm-7pm | Harborne Pool and Fitness, Lordswood Road, B17 9QS |
| Thursday 24 November | 7am-7pm | Mosley Exchange, 149-153 Alcester Road, B13 8JF |

You can join one of our online question and answer sessions at the following times (more details on how to log on to these sessions will be available on the website):

| | |
|------------------------|-----------|
| Monday 21st October | 10am-11am |
| Wednesday 2nd November | 6pm-7pm |
| Friday 4th November | 2pm-3pm |

Birmingham City Council

Consultation and Engagement Strategy

Birmingham Local Plan

Preferred Options Document

May 2024

1. Introduction

- 1.1. Planning for development within the city is a key responsibility of Birmingham City Council to meet the aspirations of local communities and to reach the Council's overarching vision of creating an innovative, vibrant and sustainable city. The Council's objective is to tackle the social, economic and environmental challenges facing the city today. The City Council is highly committed to listening to local people in shaping the city and the services that they receive.
- 1.2. The Birmingham Development Plan (BDP) was adopted on 10 January 2017 and provides a spatial vision and development strategy for the city over the plan period 2011-2031. The BDP contains strategic policies and site allocations which are used to shape development and determine planning applications. The BDP forms a key part of Birmingham's Local Plan; a collection of documents that sets the planning framework for the city.
- 1.3. Local planning authorities are required by legislation to review Local Plan documents at least every five years from the date of adoption in order to ascertain if their policies need updating. There have been a number of changes to national planning policy and guidance since the plans were adopted, relating to a variety of issues such as affordable housing, climate change mitigation and biodiversity enhancement, as well as the introduction of a standard method to calculate local housing need and the Housing Delivery Test. Locally, the City Council declared a climate emergency in June 2019 and has committed to achieving carbon neutral status by 2030 or as soon thereafter as a 'just transition' allows.
- 1.4. Given the scale of changes to national policy and legislation and changes in local circumstances as set out above, it was recommended to Council Cabinet that a new Local Plan was prepared to replace the BDP. The new Local Plan, to be known as the Birmingham Local Plan, will involve evidence and information gathering and will have been through three main consultation stages before the Plan is submitted to the Secretary of State for Levelling Up, Communities and Local Government and subject to an Examination in Public carried out by the Planning Inspectorate. If,

through that process, the Plan is found to be sound, the Birmingham Local Plan will then be adopted by the City Council.

- 1.5. The first consultation stage, known as the Issues and Options stage, took place in October and November 2022. The Issues and Options consultation provided an opportunity to reflect on the policies and impact of the Birmingham Development Plan (2017) and invited views on how the new Birmingham Local Plan should look in order to adapt to the many challenges facing Birmingham over the next 20 years including the climate emergency, massive housing pressures and a changing economy.
- 1.6. The evidence base supporting the Local Plan was also updated before, during and since the Issues and Options Stage and this, combined with the comments and issues raised during the consultation, have informed the draft policies and Growth area work which now makes up the Preferred Options Document for this consultation.

2. Consultation Requirements and Purpose

2.1. The engagement strategy has been produced in line with the following national and local planning policy documents and legislation:

- **Planning and Compulsory Purchase Act 2004 (as amended by the Planning Act 2008)**
- **Localism Act 2011**
- **The Town and Country Planning (Local Planning) (England) Regulations 2012**
- **Housing and Planning Act 2016**
- **Neighbourhood Planning Act 2017**
- **Government's Consultation Principles: Guidance 2018**
- **National Planning Policy Framework 2023**
- **Birmingham Statement of Community Involvement (SCI) 2020**

2.2. Subsequently, this legislation requires the Council to prepare a statement for how they will be involving those with an interest in development, setting out the standards for publicity, engagement and consultation on the development of the Birmingham Local Plan.

- 2.3. The duty to prepare an up-to-date Local Plan arises from the **Planning and Compulsory Purchase Act 2004 as amended by the Planning Act 2008**, the **Localism Act 2011** and the **Neighbourhood Planning Act 2017**.
- 2.4. **The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended)** sets out statutory requirements to which Local Authorities must comply. **Regulation 10A** requires local planning authorities to review their local plans at least once every 5 years from their adoption date to ensure that policies remain relevant and effectively address the needs of the local community. **Regulations 18 and 19** set out the key stages and statutory consultation for the production of Local Plan documents such as the Birmingham Local Plan.
- 2.5. [**The Statement of Community Involvement \(2020\) \(SCI\)**](#) sets out how the Council will consult in the preparation and review of planning policies and the consideration of planning applications. The SCI sets out minimum requirements for Birmingham Council in engaging and consulting on local plan documents at each particular stage in their development. However, the SCI is flexible enough to allow for tailor-made consultation and engagement to enable the Council to adapt its approach at particular stages.
- 2.6. There is a clear emphasis within national policy that consultation should begin at the very start of the preparation of any policy documents and communities should be given ample chance to comment on any form of development taking place within the city. Legislation states that early and consistent community involvement should be encouraged by Local Planning Authorities and should involve consulting key partners, including the local community.
- 2.7. The Council will ensure that a wide and relevant audience is consulted, which will involve informing communities about emerging policies and specific development proposals in the Birmingham Local Plan along with enabling communities to put forward their ideas in shaping the area in which they live in.
- 2.8. The SCI stipulates that comments made at each stage in the preparation of the Birmingham Local Plan should be acknowledged and that any consultation documents should be published for a statutory consultation period and made widely available in public places, online and advertised in newspapers. Any feedback which is received by any bodies should then form part of the 'pre-production work' whereby information, issues and evidence gathered should be considered in the development of the Birmingham Local Plan.

Duty to Co-operate

- 2.9. Under the 2011 Localism Act and the National Planning Policy Framework (NPPF), local planning authorities have a legal Duty to Cooperate with other local planning authorities and organisations to seek to address strategic planning matters that are driven by larger than local issues that are likely to have an impact beyond their immediate Local Plan area. The Duty to Cooperate is the mechanism for ensuring the right issues are addressed, in the right way, and with the right partners to maximise the effectiveness of policy and plan-making.
- 2.10. Section 33A of the Planning and Compulsory Purchase Act 2004 sets out that to maximise effective working on strategic matters throughout the preparation of Local Plans, authorities have a duty "...to engage constructively, actively and on an ongoing basis".
- 2.11. Cooperation will involve social, environmental and economic issues that can only be addressed effectively by working with other local planning authorities and organisations beyond our own administrative boundaries. For example, housing market areas, travel to work areas, river catchments and ecological networks may represent a more effective basis on which to plan for housing, transport, infrastructure, flood risk management, climate change mitigation/adaptation, and biodiversity.
- 2.12. The engagement required will therefore vary depending on the nature of the issues being addressed, and could range from consulting on an issue, to preparing joint evidence and/or the preparation of a Statement of Common Ground. Cooperation will be needed before options for the planning strategy are identified so that the implications of strategic cross boundary issues can be assessed.
- 2.13. More information about the Duty to Cooperate can be found at <https://www.gov.uk/guidance/plan-making> and a list of Duty to Cooperate bodies relevant to Birmingham is attached at Appendix 1.
- 2.14. The Birmingham Local Plan is divided into key stages in its production. Within those key stages, there are three opportunities to formally consult with local communities, businesses and key stakeholders. These are the Issues and Options Consultation, the Preferred Option / Draft Plan consultation and the Publication / Pre-submission consultation. The purpose of those documents and the methodology required for each is set out further in Section 4 below. These three consultation periods are set out as a statutory requirement of Regulations 18 and 19 of the The Town and Country Planning (Local Planning) (England) Regulations 2012 as described in Section 2 above.

2.15. The table below sets out the proposed timetable for the key stages of the Birmingham Local Plan along with the minimum

Table 1: Proposed Timetable for the Birmingham Local Plan

| Key Stages | Scheduled Date | Minimum Consultation Period |
|---|------------------------------|--|
| Evidence gathering / Sustainability Appraisal scoping | June 2021 onwards | Ongoing |
| Issues and Options consultation (Regulation 18) | 24 October – 5 December 2022 | 6 weeks (completed) |
| Preferred Options / Draft Plan consultation (Regulation 18) | July - August 2024 | 6 weeks |
| Publication/Pre-submission consultation (Regulation 19) | February - March 2025 | 6 weeks |
| Submission (Regulation 22) | June 2025 | N/A |
| Examination (Regulation 24) | Late 2025 – early 2026 | Ongoing during Examination period led by Planning Inspectorate |
| Adoption (Regulation 26) | Summer 2026 | N/A |

3. General Methodology

3.1. In accordance with the Regulations, the Local Authority is required to consult relevant bodies at various stages during the planning process. The regulations outline Specific Consultation Bodies that must be consulted, in addition to the other groups outlined in the NPPF, referred to as 'General' consultation bodies.

Birmingham's Consultation Database

3.2. A consultation database is active and utilised by the Planning Service which lists the Specific Consultation Bodies, as outlined in the Regulation, and a list of General

Consultation Bodies which have been included because the City Council considers them to be of great importance to the development of any plan. However, the database also contains a comprehensive list of local businesses, landowners, consultants, community groups and religious groups as well as other stakeholders and individuals who have expressed an interest in being consulted on local plan documents in Birmingham.

- 3.3. The database has been gradually built up over a number of years and now includes over 1,000 businesses, organisations and individuals and provides a valuable tool for the planning service to reach a wide number of key individuals and organisations across the city to publicise its documents. All data collected by the Council for the purposes for consulting on the Local Plan is in accordance with the latest General Data Protection Regulation (GDPR) requirements.

Consultation Principles

- 3.4. The Statement of Community Involvement (SCI) sets out a set of consultation principles. The City Council wishes to involve people in a meaningful way using timely, proportionate, and appropriate consultation techniques. Consultation on the Birmingham Local Plan will therefore be carried out in the context of the following overarching consultation principles.

- 3.5. Consultation should:

- Have a purpose and be proportionate, asking relevant questions on the issues that are to be decided on.
- Be clear and informative, using plain English that is clear to help everyone contribute to the process.
- Be open, transparent and responsive, allowing the opportunity for all to take part and showing how comments and views have been considered.
- Be targeted towards the most affected people, but also promote consultation as widely as possible.
- Promote equality through ensuring vulnerable people or disadvantaged groups are involved in the planning process and ensuring that the potential equality impact of planning policies and decisions are fully assessed.
- Promote social cohesion by involving as many sectors of the local community as possible and recognising their different consultation needs.

Appendix 4

- Use appropriate methods to engage with people constructively whilst, at the same time, ensuring City Council resources are used in the most effective and efficient manner.
- Commit to working with partners and communities in an open and transparent manner involving all, including those with protected characteristics as identified in the Equality Act 2010.

3.6. In addition to its legal and statutory requirements, consultation on the Birmingham Local Plan will also capture the City Council's commitment to equality, diversity, involvement and community cohesion in line with the following policies and strategies. These are also reflected in the principles for effective and representative consultation set out above.

- Equality - The City Council has a commitment to equality which is also a statutory duty under the Equality Act 2010. The Act aims to promote equality, eliminate discrimination and encourage good relations between different groups associated with age, disability, gender, race, sexual orientation, gender reassignment, religion/beliefs, pregnancy/maternity and marriage/civil partnership. Engaging with residents and other stakeholders is key to meeting this duty to better understand the needs of diverse groups.
- Council Plan – consultation on the Birmingham Local Plan will encompass the objectives of the Council Plan by 'proactively strengthening our partnerships with key institutions and businesses to create a strong civic family to lead the city' and 'fostering local influence and involvement' so as 'to ensure that local people have a voice in how their area is run'.
- Community Cohesion – the principles and practices of the Birmingham Local Plan will reflect those of the Community Cohesion Strategy for Birmingham https://www.birmingham.gov.uk/downloads/download/2606/community_cohesion_strategy.gov.uk particularly in promoting inclusive economic growth that benefits everyone across Birmingham and helping to empower and engage neighbourhoods to be active participants in local solutions and decisions.
- Localism in Birmingham – the Birmingham Local Plan will help to deliver the objectives set out in the City Council's framework on Localism in Birmingham, which aims to build stronger communities and empower them to participate in setting local priorities and influence local service delivery. A key element of this is working more effectively with ward committees, forums and councillors to encourage communities to engage and participate in the planning process, so that they can influence and shape the development of their area.

- Birmingham Business Charter for Social Responsibility – this is a set of guiding principles which the City Council adheres to and invites all organisations to adopt as a mechanism for managing how they deliver social value.

How will we consult and engage?

3.7. The City Council considers wide engagement particularly at the initial stages of preparation to be important so suitable methods to engage and consult need to be considered in order to meet and build on the statutory regulations. We will carefully consider how consultations are run in order to ensure that the city's diverse communities are made aware of relevant planning proposals and opportunities to comment on them. Different methods will be used according to the scope of the consultation, the target audience and the resources available. The following outlines some of the different methods of consultation which will be utilised:

- **Online engagement** – this has become the primary method of engagement for the City Council which includes the use of websites, online questionnaires, social media and email alerts. The City Council's website will be regularly updated with information about the Local Plan and other planning documents. The City Council will advertise all consultations on its website with documents available to view on dedicated pages and will make use of social media where appropriate, posting information on Facebook, Twitter and other social media platforms to promote consultations.
- **Face to face engagement** – sometimes speaking directly to someone is the best way to understand a person's point of view. Depending on the issues involved, this can include drop-in events, exhibitions, meetings with relevant groups or organisations, and presentations at public meetings such as ward committees. Meetings and exhibitions will be held at accessible and appropriate locations.
- **Written notifications** – for all statutory consultations, the City Council will directly contact by email or letter all known consultation bodies, along with anyone who has asked to be notified when consultation is taking place. Details of consultation and the availability of documents will be set out in this communication in plain English. Consultation notification e.g. letters and e-mails, may be accompanied by specially designed comment forms to assist people with their responses.
- **Publicising consultations** – the City Council will publicise consultations through a variety of means, including advertisements in the local press, public notices, media releases, newsletters, posters and site notices (for

planning applications). Public notices will be published in local newspapers when appropriate and press releases and/or briefings to convey information to wider audiences will also be used where appropriate.

- **Making consultation material available** - as well as publishing documents and consultation material online, hard copies will be made available for inspection at the City Council's main planning offices or to purchase in hard copy form.

4. Completed Stages of the Birmingham Local Plan

Stage 1 - Evidence gathering / Sustainability Appraisal scoping

- 4.1. Where possible, the Council has aimed to engage stakeholders informally in the production of the updated Birmingham Local Plan from the outset, to create a collaborative approach. The original Birmingham Development Plan was subject to review, to see if it required updating early in 2021. Neighbouring Local Authorities which make up Birmingham's Housing Market Area¹, along with other Duty to Co-operate Partners (Appendix 1), were consulted to seek views on the need to begin work on an updated Birmingham Local Plan and gain their views on the scope of any update.
- 4.2. Most Duty to Cooperate partners and other neighbouring authorities agreed with Birmingham's conclusions that changing circumstances meant that substantial changes were required to the Local Plan and that a full update of the Plan was necessary.
- 4.3. All local planning documents must be accompanied by a Sustainability Appraisal and during this stage a Sustainability Appraisal Scoping Report needs to be produced and agreed by the statutory bodies. Consultation on this vital element of the Birmingham Local Plan is being carried out with the Environment Agency, Natural England and Historic England.
- 4.4. At this stage, City Council internal groups need to be established to raise awareness and encourage engagement and involvement throughout the process. A Local Plan Member Working Group has been set up along with a Local Plan Board and Officer Working Group to ensure that awareness and engagement in the Local Plan is established across Members, Senior Managers and different departments.

4.5. Focus groups will also need to be established for specific issues such as housing, environment, industry as well as connecting with established groups and networks e.g. climate change and Route to Zero.

Objectives of Stage 1

4.6. At this stage the main objectives of consultation and engagement are as follows:

- Evidence and information gathering
- Establish issues affecting communities across the City
- Identify ‘strategic matters’ and engage with those neighbouring local authorities affected i.e. cross boundary issues that impact Birmingham and neighbouring planning authorities.
- Identify existing community and stakeholder groups to be targeted throughout the production of the Birmingham Local Plan
- Identify the need to set up any focus groups to help identify issues
- Raise awareness and gain input from directorates within the City Council including Members and Senior managers

Table 2: Strategy for Stage 1

| Process and Requirements | Who was consulted | How was the consultation done |
|--|---|--|
| Carry out the ‘duty to co-operate’ requirement | Duty to Cooperate (DtC) bodies (See Appendix 1 for full list) Neighbouring local authorities in the wider Housing Market Area. | Exchange of letters / emails with DtC bodies and neighbouring local authorities. Individual meetings with DtC bodies Raise awareness at relevant meetings involving WM |

Appendix 4

| | | |
|--|---|--|
| | | <p>Combined Authority and neighbouring local authorities</p> <p>Greater Birmingham and Black Country Housing Market area (HMA) working group meetings.</p> |
| Internal Member and Officer engagement. | BCC Council Leader, Cabinet Members, Councillors and Senior Officers | Set up Birmingham Local Plan Members Working Group; Birmingham Local Plan Board; Birmingham Local Plan Officer Working Group. |
| Collect evidence and scope wider policy framework | <p>BCC Departments relevant to policy areas. (Neighbourhoods, Public Health, Transport, Education, Housing, Route to Zero)</p> <p>BCC Members</p> <p>External stakeholders relevant to policy areas.</p> <p>Landowners and Developers</p> | <p>Meetings and email correspondence.</p> <p>Briefings with Leader and Cabinet Members as requested.</p> <p>Meetings and email correspondence.</p> <p>Call for sites to be considered for future development</p> |
| Establish scope of the SA/SEA | Environment Agency. Natural England. Historic England | Letter/emails seeking approval of Scoping Report |
| Begin to establish focus groups on particular issues or contact existing groups. | Private sector developers, BMHT, BCC officers, community groups and organisations | Establish regular meetings of different groups |

Stage 2 - Issues and Options consultation (Regulation 18) - COMPLETED

Consultation dates: 24 October 2022 – 5 December 2022

4.7. The Issues and Options stage is usually the first round of consultation in the development of a local plan. Issues and Options documents set out the scope and parameters of the Local Plan and the specific issues which need to be addressed as well as broad options to tackle the issues. The consultation also allows for the initial evidence gathered to accompany and inform the Issues and Options document to be published.

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- 4.8. The consultation covered general issues to be addressed without going into detail on any policy content or specific site allocations and geographic detail. To this extent, the consultation was broad in its approach and was not targeted towards specific areas.
- 4.9. At this stage, initial engagement was established with local communities, businesses and other stakeholders to help refine the issues and formulate a collaborative approach to how the Birmingham Local Plan will evolve.

Objectives of Stage 2

4.10. At Stage 2 the objectives of consultation and engagement were as follows.

- Identify key policy areas to update and renew in more detail
- Identify any specific areas which require particular focus
- Establish levels of growth across the City
- Work with neighbouring planning authorities on cross-boundary issues.
- Continue to develop engagement and support from community and stakeholder groups as well as any focus groups and see if alternative solutions can be identified
- Continue to gain input from directorates within the City Council including Members and Senior managers in refining the issues to be addressed and establish alternative solutions

Table 3: Strategy for Stage 2 – Issues and Options Consultation

| Process and Requirements | Who was consulted | How was the consultation done |
|--|--|---|
| Establish specific engagement with local communities, businesses and other stakeholders to enable issues to be refined and allow preferred approaches to emerge. | Community groups and organisations private sector developers and stakeholders, BMHT, BCC officers. | Establish and maintain regular meetings with the various groups |

Appendix 4

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| <p>Consultation on Issues and Options Document to consider issues and alternatives</p> | <p>Communities, businesses, stakeholder groups and organisations, Duty to Cooperate Bodies and other local authorities.</p> | <p>Dedicated website page including 'Objective' version of document</p> <p>Email / post notification to all on the Consultation database</p> <p>Press release</p> <p>Hard copies documents at Councils' receptions and Libraries where possible</p> <p>Officer advice and assistance over the telephone, e-mail and post</p> <p>Posters / leaflets in libraries and other public buildings</p> <p>Social media campaign with various posts made on a weekly basis during consultation (Facebook, Twitter (now X))</p> <p>Consultation advertised on newsletters and Social Media of partner organisations e.g. community groups, BMHT, housing associations, Birmingham and Solihull LEP, Birmingham Chamber of Commerce</p> <p>Other City Council newsletters / bulletins</p> <p>Short video on Council's You Tube Channel</p> <p>Support from Councillors</p> <p>Community newsletters</p> <p>Open day events at prominent venues in the City (one venue was chosen in each of the 10 constituencies of Birmingham plus the City Centre)</p> <p>Online events were carried out for BIDs and through Ward Forum groups</p> |
| <p>Carry out the 'duty to co-operate' requirement</p> | <p>Duty to Cooperate (DtC) bodies and neighbouring local authorities.</p> | <p>Exchange of letters / emails with DtC bodies and neighbouring local authorities.</p> <p>Individual meetings with DtC bodies</p> |

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| | | Raise awareness at relevant meetings involving WM Combined Authority and neighbouring local authorities |
| Internal consultation | BCC Departments relevant to policy areas (Neighbourhoods, Public Health, Transport, Education, Housing, Route to Zero) Senior Officer Groups, working groups and Members | Birmingham Local Plan Members Working Group; Birmingham Local Plan Board; Birmingham Local Plan Officer Working Group. Briefing sessions and meetings |

5. Methodology for this stage of the Birmingham Local Plan

Stage 3 - 'Preferred Options' Draft Plan (Regulation 18)

Consultation Dates: Provisionally 8 July 2024 – 19 August 2024

- 5.1. The time between the Issues and Options Consultation and the consultation on the Preferred Options draft Plan is important as this is the stage where the broad issues previously identified become refined into a series of preferred options. This requires the Council taking on board all of the responses and feedback from the 'Issues and Options' stage, feedback from various focus and community groups which have been established and furthering the evidence base for the Plan.
- 5.2. Specific policy issues have emerged and draft policies have now been put together in the Preferred Options document. There is also much more of a geographic focus on specific areas with the establishment of 27 growth zone areas which will be key to the future growth and development of the City. This will require more focus on particular interest groups or particular communities which will experience the most impact of growth and development proposals and strategies emerging in the Birmingham Local Plan and will be reflected in the targeting of events in particular geographic areas to cover as many of the growth zones as possible in the consultation as individual zones or groupings of zones.

Objectives of Stage 3

- Finalise key policy areas in preparation for Publication document

Appendix 4

- Finalise any specific areas which require particular focus
- Finalise levels of growth across the City and the focus for that growth
- Begin to establish Statements of Common Ground with neighbouring planning authorities on cross-boundary issues.
- Gain support from community and stakeholder groups on final preferred options to take forward for publication
- Gain cross-Council support from officers and Members on final preferred options to take forward for publication

Table 5: Strategy for Stage 3

| Process and Requirements | Who is consulted | How will the consultation be done |
|--|---|---|
| <p>Continue specific engagement with local communities, businesses and other stakeholders to enable issues to be refined and allow preferred approaches to emerge.</p> <p>Add further community and focus groups as policy issues and geographic details emerge.</p> | <p>Community groups and organisations particularly those that are traditionally hard to reach, private sector developers and stakeholders, BMHT, BCC officers.</p> <p>Target engagement of specific geographic areas which emerge as growth / development areas in the Local Plan</p> | <p>Continue to establish and maintain regular meetings with the various groups</p> <p>Community newsletters, support from Councillors and open day events in those communities.</p> |

Appendix 4

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| <p>Consultation on the Preferred Options Draft Plan (Summer 2024) (see table below for a strategy on events).</p> | <p>Communities (particularly those that are traditionally hard to reach), businesses, stakeholder groups and organisations, Duty to Cooperate Bodies and other local authorities.</p> <p>Target consultation of specific geographic areas which emerge as growth / development areas in the Plan</p> | <p>Dedicated website page and BeHeard page including a questionnaire</p> <p>Consultation database via email / post</p> <p>Press release/article</p> <p>Hard copies documents at Councils' receptions and Libraries.</p> <p>Officer advice and assistance over the telephone, e-mail and post</p> <p>Posters / leaflets in libraries and other public buildings such as shopping centres and hospitals</p> <p>Social media (Facebook, twitter etc)</p> <p>Newsletters and Social Media of partner organisations e.g. community groups, BMHT, housing associations, Birmingham and Solihull LEP, Birmingham Chamber of Commerce</p> <p>Other City Council newsletters / bulletins</p> <p>Support from Councillors</p> <p>Community newsletters</p> <p>Attending community events</p> <p>Open day events at prominent venues in the City</p> |
| <p>Carry out the 'duty to co-operate' requirement</p> | <p>Duty to Cooperate (DtC) bodies and neighbouring local authorities. (See Appendix 1 for full list)</p> | <p>Exchange of letters / emails with DtC bodies and neighbouring local authorities.</p> |

Appendix 4

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| | | <p>Individual meetings with DtC bodies</p> <p>Drafting of 'Statement of Common Ground' documents</p> <p>Raise awareness at relevant meetings involving WM Combined Authority and neighbouring local authorities</p> |
| Internal consultation | <p>BCC Departments relevant to policy areas (Neighbourhoods, Public Health, Transport, Education, Housing, Route to Zero)</p> <p>Senior Officer Groups, working groups and Members</p> | <p>Birmingham Local Plan Members Working Group; Birmingham Local Plan Board; Birmingham Local Plan Officer Working Group.</p> <p>Briefing Sessions and meetings</p> |

For this Stage of the consultation, the consultation will be targeted towards areas where there is expected to be most development activity during the Plan period which, in the Preferred Options document, are the growth zones. Twenty-seven Growth Zones have been identified across the City. In terms of events, the consultation will cover the City Centre and quadrants of the City where stakeholders and communities will be invited or can drop in. There will be at least one event in each area but, in addition, staff will be present at other community events throughout the consultation period to publicise the plan and encourage people to respond to the consultation. **Please note that all the events, dates and consultation venues will continue to be added as they are arranged prior to the commencement of the consultation in July 2024.**

Table 4: Specific events for the Preferred Options document consultation.

| Event and format | Area coverage | Date, time and venue |
|---|--|--|
| Face-to-face public consultation events | Birmingham City Centre | Saturday 13th July 2024 11am-5pm Library of Birmingham, Centenary Square, Birmingham |
| | North and west of the City Centre | Week commencing 8th July 2024 Aston or Handsworth area |
| | Southwest of City Centre | Week commencing 15th July 2024 Selly Oak area |
| | East Birmingham | Week Commencing 8th July 2024 Small Heath area |
| | Northeast Birmingham | Week commencing 15th July 2024 Erdington area |
| Sutton Coldfield Town Council Presentation with Q&A | Sutton Coldfield | Sutton Coldfield Town Hall |
| Business Improvement Districts Presentation with Q&A | City-wide | Online Teams Meeting to be arranged |
| Birmingham City Council Members Presentation with Q&A | City-wide | Online Teams Meeting to be arranged |
| Birmingham City Council Members – Exhibition | Prior to Full Council Meeting – Council House Birmingham | Tuesday 9th July 12.30pm-2.00pm Council House, Birmingham |

Appendix 4

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| 'Duty to Co-operate' partners including officers from neighbouring local authorities Presentation with Q&A | West Midlands Development Needs Group - Online Teams Meeting Individual meeting with officers from neighbouring local authorities and other Duty to co-operate partners | To be arranged |
|---|---|----------------|

6. Future stages of the Birmingham Local Plan

Stage 4 – Publication and Submission of the Birmingham Local Plan (Early 2025)

- 6.1. Following consultation at the ‘Preferred Options’ stage, the Council will then need to finalise and refine the policies and mapping of the Birmingham Local Plan so that a final version is ready at the ‘Publication’ stage. This will be the version of the Plan to be submitted for examination by the Planning Inspectorate. It is therefore important that all key issues and responses from the Preferred options consultation have been taken on board along with any feedback from focus and community groups.
- 6.2. Any responses received from organisations or individuals at this stage will be forwarded to the Planning Inspectorate to be considered as part of the Examination into the Plan scheduled to be held at the end of 2025 or early 2026.

Objectives of Stage 4

- Finalise Statements of Common Ground with neighbouring planning authorities on cross-boundary issues.
- Finalise support from community and stakeholder groups on the soundness of the Birmingham Local Plan to be submitted
- Gain cross-Council support from officers and Members on the soundness of the Birmingham Local Plan to be submitted

Table 6: Strategy for Stage 4

| Process and Requirements | Who is consulted | How will the consultation be done |
|---|--|--|
| Consultation on the Publication of the Birmingham Local Plan (Early 2025) | Communities, businesses, stakeholder groups and organisations, Duty to Cooperate Bodies and other local authorities. | Dedicated website page and BeHeard page including a questionnaire Consultation database via email / post Press release/article Hard copies documents at Councils’ receptions and Libraries. |

Appendix 4

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| | | <p>Officer advice and assistance over the telephone, e-mail and post</p> <p>Posters / leaflets in libraries and other public buildings such as shopping centres and hospitals</p> <p>Social media (Facebook, twitter etc)</p> <p>Newsletters and Social Media of partner organisations e.g. community groups, BMHT, housing associations, Birmingham and Solihull LEP, Birmingham Chamber of Commerce</p> <p>Other City Council newsletters / bulletins</p> <p>Support from Councillors</p> <p>Community newsletters</p> <p>Attending community events</p> <p>Open day events at prominent venues in the City</p> |
| <p>Carry out the 'duty to co-operate' requirement</p> | <p>Duty to Cooperate (DtC) bodies and neighbouring local authorities. (See Appendix 1 for full list)</p> | <p>Finalise any agreements or Statements of Common Ground with neighbouring authorities and DtC bodies.</p> <p>Individual meetings with DtC bodies</p> <p>Raise awareness at relevant meetings involving WM Combined Authority and neighbouring local authorities</p> |
| <p>Internal consultation</p> | <p>BCC Departments relevant to policy areas (Neighbourhoods, Public Health, Transport,</p> | <p>Birmingham Local Plan Members Working Group; Birmingham Local Plan Board;</p> |

Appendix 4

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| | Education, Housing, Route to Zero) Senior Officer Groups, working groups and Members | Birmingham Local Plan Officer Working Group. Briefing Sessions and meetings |
|--|---|--|

Stage 5 – Independent examination of the Birmingham Local Plan

6.3. An Examination in Public will be held by the Planning Inspectorate to determine the soundness of the Birmingham Local Plan and if any changes are necessary to make it sound in line with relevant national policy and any representations received. At this point the Council’s role is to publicise and signpost the Examination and provide information for those that request it.

Table 7: Strategy for Stage 5

| Process and Requirements | Who is consulted | How will the consultation be done |
|------------------------------------|--|--|
| Raise awareness of the Examination | Communities, businesses, stakeholder groups and organisations, Duty to Cooperate Bodies and other local authorities. | Dedicated website page Consultation database via email / post Press release/article Officer advice and assistance over the telephone, e-mail and post Social media (Facebook, twitter etc) Newsletters and Social Media of partner organisations e.g. community groups, BMHT, housing associations, Birmingham and Solihull LEP, Birmingham Chamber of Commerce Other City Council newsletters / bulletins |

Appendix 4

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|------------------------------|--|---|
| <p>Internal consultation</p> | <p>BCC Departments relevant to policy areas (Neighbourhoods, Public Health, Transport, Education, Housing, Route to Zero)</p> <p>Senior Officer Groups, working groups and Members</p> | <p>Birmingham Local Plan Members Working Group; Birmingham Local Plan Board; Birmingham Local Plan Officer Working Group.</p> <p>Briefing Sessions and meetings</p> |
|------------------------------|--|---|

Appendix 1: Duty to Cooperate bodies relevant to Birmingham City Council

The bodies prescribed for the purposes of section 33A(1)(c) of the Act relevant to Birmingham City Council are:

- The Environment Agency;
- Historic England;
- Natural England;
- The Homes and Communities Agency;
- Highways England
- The Civil Aviation Authority
- NHS Black Country and west Birmingham Clinical Commissioning Group
- NHS Birmingham & Solihull Clinical Commissioning Group
- The Office of Rail Regulation
- Transport for West Midlands
- Greater Birmingham and Solihull Local Enterprise Partnership
- Neighbouring Local Authorities
 - Solihull MBC
 - Dudley MBC
 - Sandwell MBC
 - Walsall Council
 - Wolverhampton City Council
 - Bromsgrove District Council
 - Redditch District Council
 - Stratford-upon-Avon District Council
 - North Warwickshire District Council
 - Tamworth Borough Council
 - Lichfield District Council
 - Cannock District Council
 - South Staffs District Council
 - Wyre Forest District Council

Local Plan Member Working Group Terms of Reference

Purpose

For discussion, guidance and support on the preparation of the Birmingham Local Plan, which will replace the Birmingham Development Plan, once adopted. Development Plan (a new Local Plan for Birmingham).

Role

The Member Working Group will undertake the following activities:

1. Keep under review the progress in preparing the Birmingham Local Plan
2. Receive updates on Government policy changes and priorities insofar as they impact on the preparation of the Birmingham Local Plan
3. Receive reports and presentations on the development of the Birmingham Local Plan evidence base and provide comments
4. Receive updates on the progress of neighbouring authorities' Local Plans insofar as they impact on the preparation of the Birmingham Local Plan
5. Provide comment on the scope and nature of the thematic policy approaches to be considered in developing the Birmingham Local Plan
6. Provide comment on the development of an evidence based preferred spatial strategy
7. Keep under review the Council's approach to community engagement in the plan-making process

Membership

- The Working Group will comprise 9 elected Members including the cabinet members with responsibility for land use planning; housing and homelessness; and transport; and the chair of Planning Committee. Membership will be apportioned in line with the political balance of the Council and appointees from each party will be agreed by their respective group leader.
- The Working Group must have at least 4 members to be quorate.
- The portfolio holder with responsibility for land use planning will chair the group and shall appoint a Vice-Chair from amongst its members at the start of each municipal year

Principles

- The Working Group will have no executive powers and will refer all recommendations directly to the appropriate executive by way of report.
- The focus of the Working Group is on the key issues for the Birmingham Local Plan, not all related detailed issues.
- The purpose of the Working Group is to help speed up the plan-making, not delay it.

Operation

- The frequency of meetings will be informed by the key stages in the development of the Birmingham Local Plan.
- The Working Group will be supported by the Head of Development Policy and officers in the Planning Policy Team.
- Meetings are not open to the public and the matters discussed, and papers shared will remain confidential unless otherwise agreed in view of the informal status of the

Appendix 5

group. Confidential information should not be shared with other parties, including other councillors and outside organisations.

- The Working Group will cease on the adoption of the Birmingham Local Plan by the Council.

EQUALITY IMPACT ASSESSMENT

The Birmingham Local Plan - Consultation on the
Preferred Options Stage

Reference: EIA000389

Date: 06/03/2024

Submitted by: martin.dando@birmingham.gov.uk



EIA Form – About your EIA

| | |
|---|--|
| Reference number | EIA000389 |
| Date Submitted | 06/03/2024 |
| Subject of the EIA | The Birmingham Local Plan - Consultation on the Preferred Options Stage |
| Brief description of the policy, service or function covered by the EIA | The Birmingham Local Plan (BLP) is a statutory document which provides overall strategic policies and site allocations for the future growth of the whole City. The Plan will cover the period up to 2042. |
| Equality Assessment is in support of... | ["New policy", "New strategy", "Amended/refreshed strategy ", "Amended policy"] |
| How frequently will you review impact and mitigation measures identified in this EIA? | Annually |
| Due date of the first review | 2025-06-30 |

Directorate, Division & Service Area

| | |
|--|---|
| Which directorate(s) are responsible for this EIA? | ["Places, Prosperity and Sustainability"] |
| Division | Planning and Development |
| Service area | Planning Policy |
| Budget Saving | No |

Officers

| | |
|--|----------------------------------|
| What is the responsible officer's email address? | martin.dando@birmingham.gov.uk |
| What is the accountable officer's email address? | sarah.scannell@birmingham.gov.uk |

Data Sources

| | |
|---------------------|---|
| Data sources | ["Birmingham City Observatory data and insight", "Consultation results", "Relevant reports/strategies", "Relevant research", "Evidence gathered as part of the reviewing and formulating the Local Plan including an extensive evidence base to justify each proposed policy. ", "Quantitative data (please specify in the box below)"] |
| Data source details | Evidence and data gathered as part of the preparation of the Birmingham Local Plan can be found at https://www.birmingham.gov.uk/info/20008/planning_and_development/2477/new_local_plan_for_birmingham/4 |

Protected Characteristics



Protected Characteristic – Age

| | |
|---|---|
| Does this proposal impact people due to their age as per the Equality Act 2010? | Yes |
| What age groups are impacted by your proposal? | ["0-9 years", "10-19 years", "20-29 years", "30-39 years", "40-49 years", "50-59 years", "60-69 years", "70-79 years", "80-89 years", "90 years or over"] |
| Please describe the impact to the age characteristic | The Birmingham Local Plan (BLP) will provide strategic policies for the future growth of the City which will have an impact on citizens and visitors of all ages. The BLP contains proposed policies on the future development of homes and neighbourhoods, education and health facilities, green spaces, leisure and sports facilities, jobs, commercial development and transport which impacts on people of all ages. The BLP aims to ensure that such future development for the City will be done in a sustainable and inclusive manner so that it will have positive impacts for people of all ages |
| How will you mitigate against any negative impact to the age characteristic? | At this stage detailed policies and site allocations for the future growth of the City are in draft form. This document will then be subject to extensive consultation which will be carried out in line with best practice including the Council's corporate framework for public participation in Birmingham and the Council's Statement of Community Involvement (2020). This will provide an opportunity to test those policies and provide citizens with an opportunity to comment on and shape those policies to ensure that any possible negative impacts are mitigated or removed. The approach to public consultation will be City-wide but made as relevant as possible to the community profile of the City as well as targeting particular groups or representatives of specific groups. A consultation statement will also be developed in parallel to set out how the public consultation has been carried out and how the results will be incorporated into the final version of the BLP. A database of consultees for planning documents has also been developed to ensure that a wide range of groups, organisations and individuals are consulted representing local communities and protected characteristics. |

Protected Characteristic – Disability

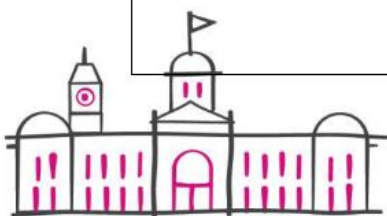
| | |
|--|--|
| Does this proposal impact those people with a disability as per the Equality Act 2010? | Yes |
| Please describe the impact to the disability characteristic | The Birmingham Local Plan (BLP) will provide flexible strategic policies for the future growth of the City which will have an impact on all citizens including people with |



| | |
|--|--|
| | <p>disabilities. The BLP contains proposed policies on the future development of homes and neighbourhoods, education and health facilities, green spaces, leisure and sports facilities, jobs, commercial development and transport which may have an impact on people with disabilities. The BLP aims to ensure that such future development for the City will be done in a sustainable and inclusive manner so that it will have positive impacts for disabled people when decisions on the future growth and development of the City are made.</p> |
| <p>How will you mitigate against any negative impact to the disability characteristic?</p> | <p>At this stage detailed policies and site allocations for the future growth of the City are in draft form. This document will then be subject to extensive consultation which will be carried out in line with best practice including the Council's corporate framework for public participation in Birmingham and the Council's Statement of Community Involvement (2020). This will provide an opportunity to test those policies and provide citizens with an opportunity to comment on and shape those policies to ensure that any possible negative impacts are mitigated or removed. The approach to public consultation will be City-wide but made as relevant as possible to the community profile of the City as well as targeting particular groups or representatives of specific groups. A consultation statement will also be developed in parallel to set out how the public consultation has been carried out and how the results will be incorporated into the final version of the BLP. A database of consultees for planning documents has also been developed to ensure that a wide range of groups, organisations and individuals are consulted representing local communities and protected characteristics.</p> |

Protected Characteristic – Sex

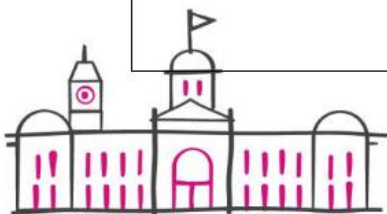
| | |
|--|---|
| <p>Does this proposal impact citizens based on their sex as per the Equality Act 2010?</p> | <p>Yes</p> |
| <p>What sexes will be impacted by this proposal?</p> | <p>["Male", "Female", "Non-binary"]</p> |
| <p>Please describe the impact to the sex characteristic</p> | <p>The Birmingham Local Plan (BLP) will provide strategic policies for the future growth of the City which will have an impact on all citizens of all sexes. The BLP contains proposed policies on the future development of homes and neighbourhoods, education and health facilities, green spaces, leisure and sports facilities, jobs, commercial development and transport which may have an impact on people of all sexes. The BLP aims to ensure that such future development for the City will be done in a sustainable and</p> |



| | |
|---|---|
| | <p>inclusive manner so that it will have positive impacts for people of all sexes when decisions on the future growth and development of the City are made.</p> |
| <p>How will you mitigate against any negative impact to the sex characteristic?</p> | <p>At this stage detailed policies and site allocations for the future growth of the City are in draft form. This document will then be subject to extensive consultation which will be carried out in line with best practice including the Council's corporate framework for public participation in Birmingham and the Council's Statement of Community Involvement (2020). This will provide an opportunity to test those policies and provide citizens with an opportunity to comment on and shape those policies to ensure that any possible negative impacts are mitigated or removed.</p> <p>A consultation statement will also be developed in parallel to set out how the public consultation has been carried out and how the results will be incorporated into the final version of the BLP. A database of consultees for planning documents has also been developed to ensure that a wide range of groups, organisations and individuals are consulted representing local communities and protected characteristics.</p> |

Protected Characteristic - Gender Reassignment

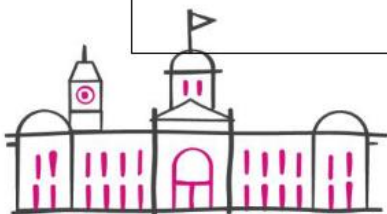
| | |
|--|---|
| <p>Does this proposal impact people who are proposing to undergo, undergoing or have undergone a process to reassign one's sex as per the Equality Act 2010?</p> | <p>Yes</p> |
| <p>Please describe the impact to the gender reassignment characteristic</p> | <p>The Birmingham Local Plan (BLP) will provide strategic policies for the future growth of the City which will have an impact on all citizens. The BLP contains proposed policies on the future development of homes and neighbourhoods, education and health facilities, green spaces, leisure and sports facilities, jobs, commercial development and transport which may have an impact on all people. The BLP aims to ensure that such future development for the City will be done in a sustainable and inclusive manner so that it will have positive impacts for all people when decisions on the future growth and development of the City are made.</p> |
| <p>How will you mitigate against any negative impact to the gender reassignment characteristic?</p> | <p>At this stage detailed policies and site allocations for the future growth of the City are in draft form. This document will then be subject to extensive consultation which will be carried out in line with best practice including the Council's corporate framework for public participation in Birmingham and the Council's Statement of Community</p> |



| | |
|--|--|
| | <p>Involvement (2020). This will provide an opportunity to test those policies and provide citizens with an opportunity to comment on and shape those policies to ensure that any possible negative impacts are mitigated or removed.</p> <p>A consultation statement will also be developed in parallel to set out how the public consultation has been carried out and how the results will be incorporated into the final version of the BLP.</p> |
|--|--|

Protected Characteristic - Marriage and Civil Partnership

| | |
|--|--|
| Does this proposal impact people who are married or in a civil partnership as per the Equality Act 2010? | Yes |
| What legal marital or registered civil partnership status will be impacted by this proposal? | ["Surviving partner from civil partnership", "Widowed", "Formerly in a civil partnership now legally dissolved", "Divorced", "Separated, but still in a registered civil partnership", "Separated, but still married", "In a registered civil partnership: Same sex", "In a registered civil partnership: Opposite sex", "Married: Opposite sex", "Married: Same sex", "Never married and never registered a civil partnership", "Single"] |
| Please describe the impact to the marriage and civil partnership characteristic | The Birmingham Local Plan (BLP) will provide strategic policies for the future growth of the City which will have an impact on all citizens. The BLP contains proposed policies on the future development of homes and neighbourhoods, education and health facilities, green spaces, leisure and sports facilities, jobs, commercial development and transport which may have an impact on all people. The BLP aims to ensure that such future development for the City will be done in a sustainable and inclusive manner so that it will have positive impacts for all people when decisions on the future growth and development of the City are made. |
| How will you mitigate against any negative impact to the marriage and civil partnership characteristic? | At this stage, detailed policies and site allocations for the future growth of the City are in draft form. This document will then be subject to extensive consultation which will be carried out in line with best practice including the Council's corporate framework for public participation in Birmingham and the Council's Statement of Community Involvement (2020). This will provide an opportunity to test those policies and provide citizens with an opportunity to comment on and shape those policies to ensure that any possible negative impacts are mitigated or removed. |



| | |
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| | A consultation statement will also be developed in parallel to set out how the public consultation has been carried out and how the results will be incorporated into the final version of the BLP. |
|--|---|

Protected Characteristic - Pregnancy and Maternity

| | |
|--|--|
| Does this proposal impact people covered by the Equality Act 2010 under the protected characteristic of pregnancy and maternity? | Yes |
| Please describe the impact to the pregnancy and maternity characteristic | The Birmingham Local Plan (BLP) will provide strategic policies for the future growth of the City which will have an impact on all citizens including those under the protected characteristic of pregnancy and maternity. The BLP contains proposed policies on the future development of homes and neighbourhoods, education and health facilities, green spaces, leisure and sports facilities, jobs, commercial development and transport which may have an impact on all people. The BLP aims to ensure that such future development for the City will be done in a sustainable and inclusive manner so that it will have positive impacts for all people when decisions on the future growth and development of the City are made. |
| How will you mitigate against any negative impact to the pregnancy and maternity characteristic? | At this stage, detailed policies and site allocations for the future growth of the City are in draft form. This document will then be subject to extensive consultation which will be carried out in line with best practice including the Council's corporate framework for public participation in Birmingham and the Council's Statement of Community Involvement (2020). This will provide an opportunity to test those policies and provide citizens with an opportunity to comment on and shape those policies to ensure that any possible negative impacts are mitigated or removed. A consultation statement will also be developed in parallel to set out how the public consultation has been carried out and how the results will be incorporated into the final version of the BLP. |

Protected Characteristic - Ethnicity and Race

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| Does this proposal impact people due to their race as per the Equality Act 2010? | Yes |
|--|-----|



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| <p>What ethnic groups would be impacted by this proposal?</p> | <p>["White British", "Other White", "Bangladeshi", "Chinese", "Indian", "Pakistani", "Other Asian", "African", "Caribbean", "Black British", "Other Black", "Arab", "Latin American", "Irish", "Gypsy or Irish Traveller", "Roma", "Central and Eastern Europe", "Western and Southern Europe"]</p> |
| <p>Please describe the impact to the ethnicity and race characteristic</p> | <p>The Birmingham Local Plan (BLP) will provide strategic policies for the future growth of the City which will have an impact on citizens of all races and ethnic backgrounds. The BLP contains proposed policies on the future development of homes and neighbourhoods, education and health facilities, green spaces, leisure and sports facilities, jobs, commercial development and transport which may have an impact on people of all races and ethnic backgrounds. Specifically, the BLP has a proposed policy on Gypsy, Roma and Traveller groups and, in general, aims to ensure that future development for the City will be done in a sustainable and inclusive manner so that it will have positive impacts for all people when decisions on the future growth and development of the City are made.</p> |
| <p>How will you mitigate against any negative impact to the ethnicity and race characteristic?</p> | <p>At this stage detailed policies and site allocations for the future growth of the City are in draft form. This document will then be subject to extensive consultation which will be carried out in line with the best practice, the Council's corporate framework for public participation in Birmingham and the Council's Statement of Community Involvement (2020). This will provide an opportunity to test those policies and provide citizens with an opportunity to comment on and shape those policies to ensure that any possible negative impacts are mitigated or removed.</p> <p>The approach to public consultation will be City-wide but made as relevant as possible to the community profile of the City as well as targeting particular groups or representatives of specific groups. A consultation statement will also be developed in parallel to set out how the public consultation has been carried out and how the results will be incorporated into the final version of the BLP. A database of consultees for planning documents has also been developed to ensure that a wide range of groups, organisations and individuals are consulted representing local communities and protected characteristics.</p> |

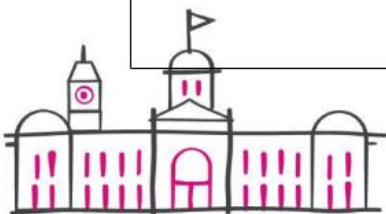
Protected Characteristic - Religion or Beliefs



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|--|--|
| Does this proposal impact people's religion or beliefs as per the Equality Act 2010? | Yes |
| What religions could be impacted by this proposal? | ["No religion", "Christian", "Buddhist", "Hindu", "Jewish", "Muslim", "Sikh"] |
| Please describe the impact to the religion or beliefs characteristic | The Birmingham Local Plan (BLP) will provide strategic policies for the future growth of the City which will have an impact on all citizens from all religious backgrounds. The BLP contains proposed policies on the future development of homes and neighbourhoods, education and health facilities, green spaces, leisure and sports facilities, jobs, commercial development and transport which may have an impact on people from all religious backgrounds. The BLP aims to ensure that such future development for the City will be done in a sustainable and inclusive manner so that it will have positive impacts for all people when decisions on the future growth and development of the City are made. |
| How will you mitigate against any negative impact to the religion or beliefs characteristic? | Any consultation will be carried out in line with relevant guidance and best practice including the principles set out in the Council's Statement of Community Involvement (2020). The approach to public consultation will be City wide but made as relevant as possible to the community profile of the City as well as targeting particular groups or representatives of specific groups. A consultation statement will also be developed in parallel to set out how the public consultation has been carried out. A database of consultees for planning documents has been developed to ensure that a wide range of ethnic and religious groups, organisations and individuals are consulted representing local communities and protected characteristics. |

Protected Characteristic - Sexual Orientation

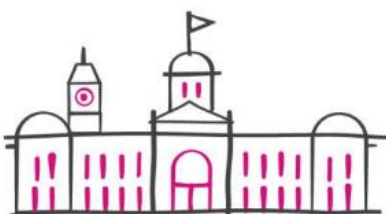
| | |
|---|---|
| Does this proposal impact people's sexual orientation as per the Equality Act 2010? | Yes |
| What sexual orientations may be impacted by this proposal? | ["Straight or heterosexual", "Gay or lesbian", "Bisexual", "Pansexual", "Asexual", "Queer", "All other sexual orientations"] |
| Please describe the impact to the sexual orientation characteristic | The Birmingham Local Plan (BLP) will provide strategic policies for the future growth of the City which will have an impact on all citizens no matter their sexual orientation. The BLP contains proposed policies on the future development of homes and neighbourhoods, education and health facilities, green spaces, leisure and sports |



| | |
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| | <p>facilities, jobs, commercial development and transport which may have an impact on all people regardless of sexual orientation. The BLP aims to ensure that such future development for the City will be done in a sustainable and inclusive manner so that it will have positive impacts for all people when decisions on the future growth and development of the City are made.</p> |
| <p>How will you mitigate against any negative impact to the sexual orientation characteristic?</p> | <p>Any consultation will be carried out in line with relevant guidance and best practice including the principles set out in the Council's Statement of Community Involvement (2020). The approach to public consultation will be City wide but made as relevant as possible to the community profile of the City as well as targeting particular groups or representatives of specific groups including groups based on sexual orientation.</p> <p>A consultation statement will also be developed in parallel to set out how the public consultation has been carried out. A database of consultees for planning documents has been developed to ensure that a wide range of groups, organisations and individuals are consulted representing local communities and protected characteristics including those representing groups based on sexual orientation.</p> |

Monitoring

| | |
|--|--|
| <p>How will you ensure any adverse impact and mitigation measures are monitored?</p> | <p>Following this consultation, a consultation statement will be developed in parallel with the plan to set out how the public consultation has been carried out, provide a summary of the comments received and set out how all comments will help to shape the final BLP to ensure that any adverse impact and mitigation measures are monitored and accounted for. The new Plan, once developed, will also contain a monitoring framework to monitor the effectiveness of the policies once adopted. This will be reported annually through the City Council's Authority Monitoring Report (AMR).</p> |
| <p>Please enter the email address for the officer responsible for monitoring impact and mitigation</p> | <p>martin.dando@birmingham.gov.uk</p> |



Appendix 7 – Risk Assessment

| Risk No | Risk description | Risk mitigation | Residual / current risk | | | Additional steps to be taken |
|---------|---|--|-------------------------|--------|----------------|--|
| | | | Likelihood | Impact | Prioritisation | |
| 1. | BCC does not proceed with updating the Birmingham Development Plan (BDP) in a timely manner | Where relevant Local Plan policies are out of date, the presumption in favour of development will apply and the Council’s ability to deliver on its strategic objectives would be harmed. Ensure robustness of the review and provide sound evidence-based reasons for the recommendation. | Low | High | Tolerable | Report Recommendation is to approve the consultation for the Preferred Options stage of the new Local Plan to replace the current BDP. Government are undertaking a programme of planning reform and the current transitional arrangements require plans prepared in the current plan making system to be submitted by June 2025. Therefore, the Birmingham Local Plan must be submitted by 30 th June 2025. The timing of this consultation will assist in meeting that requirement. |
| 2. | Insufficient financial resources | Ensure adequate budget and contingency. This will ensure that enough staff and budget resources can be programmed and set aside to 31 st December 2026 to be able to successfully complete this work. | Low | High | Material | Closely monitor costs and manage contracts. Ringfence policy team to plan production. Inform progress and undertake regular monitoring of progress made against spend with Section 151 Officer. |
| 3. | Changes to national planning policies could create additional work | Respond to changes as quickly as possible. Ensure work undertaken can be easily adapted to new | High | High | Material | Monitor the situation with regard to national policy and political changes. Work with DLUHC and PAS to |

| | | | | | | |
|----|---|--|------|------|----------|--|
| | | requirements, where possible and work to any transitional arrangements. | | | | understand and implement any necessary changes. Ensure the Plan remains on track to be submitted by 30th June 2025. |
| 4. | Insufficient evidence to clearly show how the legal requirements of the Duty to Co-operate are being met, leading to the BLP not being found 'sound'. | Continued dialogue with neighbouring local authority planning teams to address the shortfall and to determine the apportionment of agreed contributions to Birmingham's unmet need. | High | High | Material | Production of a project plan and timetable for direct engagement with each of the DtC bodies over the coming months. |
| 5 | The timing of a general election and an associated Purdah period impacting the Local Plan timetable. | If a general election is announced and the timing means the Preferred Options consultation can not take place as planned ensure it takes place as soon as possible and put in place measures to catch up the time in the project plan. | Low | High | Material | Ensure we are in a position to change the consultation dates quickly if necessary. |

Measures of likelihood/ Impact:

| Description | Likelihood Description | Impact Description |
|-------------|--|--|
| High | Almost certain, is expected to occur in most circumstances. Greater than 80% chance. | Critical impact on the achievement of objectives and overall performance. Critical opportunity to innovate/improve performance missed/wasted. Huge impact on costs and/or reputation. Very difficult to recover from and possibly requiring a long term recovery period. |
| Significant | Likely, will probably occur in most circumstances. 50% - 80% chance. | Major impact on costs and objectives. Substantial opportunity to innovate/improve performance missed/wasted. Serious impact on output and/or quality and reputation. Medium to long term effect and expensive to recover from. |

| | | |
|--------|---|--|
| Medium | Possible, might occur at some time. 20% - 50% chance. | Waste of time and resources. Good opportunity to innovate/improve performance missed/wasted. Moderate impact on operational efficiency, output and quality. Medium term effect which may be expensive to recover from. |
| Low | Unlikely, but could occur at some time. Less than 20% chance. | Minor loss, delay, inconvenience or interruption. Opportunity to innovate/make minor improvements to performance missed/wasted. Short to medium term effect. |

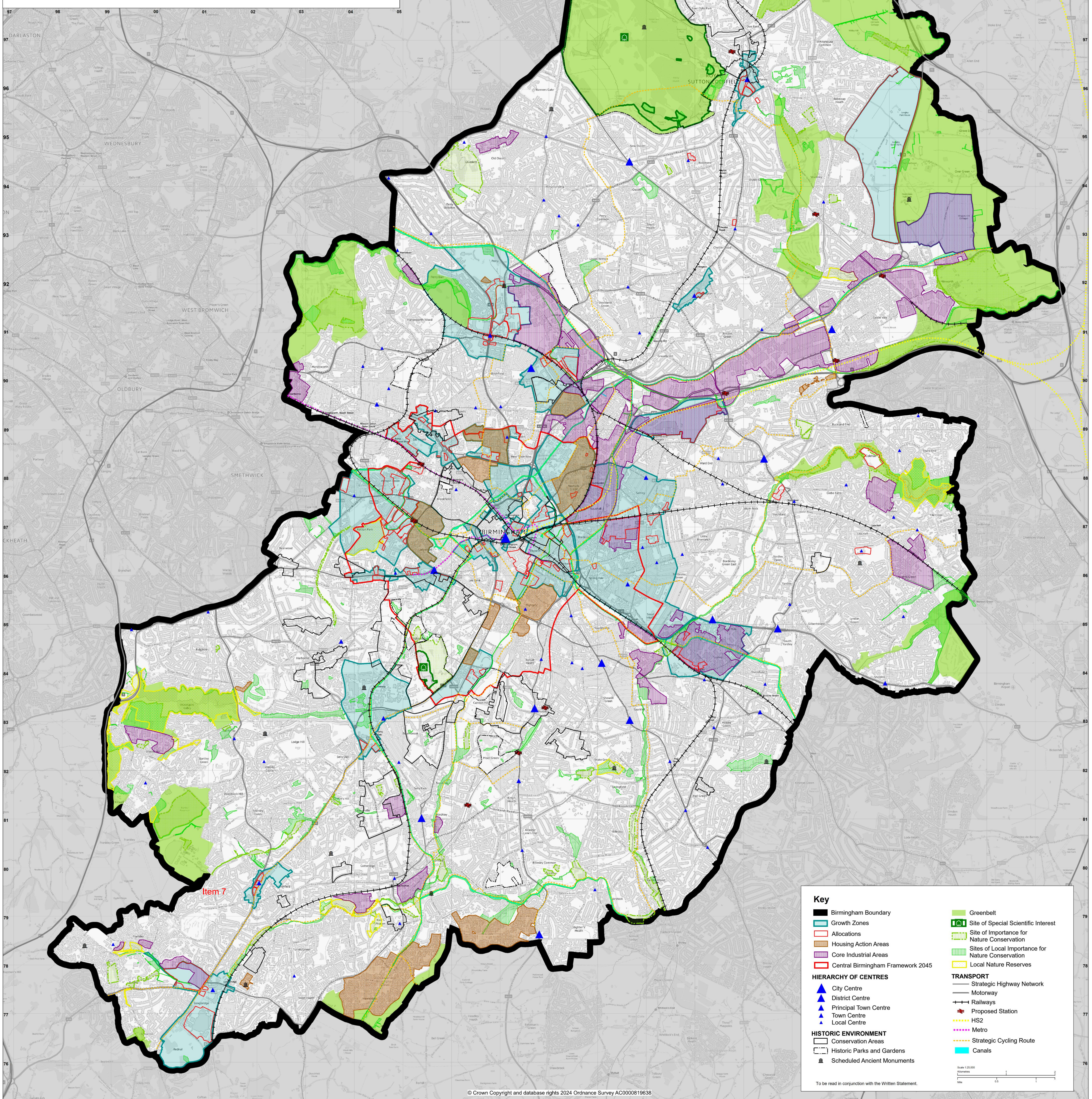
Prioritisation:

| | |
|------------------|--|
| Severe | Immediate control improvement to be made to enable business goals to be met and service delivery maintained / improved |
| Material | Close monitoring to be carried out and cost effective control improvements sought to ensure service delivery is maintained |
| Tolerable | Regular review, low cost control improvements sought if possible |

The Birmingham Local Plan Policies Map

Draft

April 2024



Key

- Birmingham Boundary**
 - Birmingham Boundary
- Growth Zones**
 - Growth Zones
- Allocations**
 - Allocations
- Housing Action Areas**
 - Housing Action Areas
- Core Industrial Areas**
 - Core Industrial Areas
- Central Birmingham Framework 2045**
 - Central Birmingham Framework 2045
- HIERARCHY OF CENTRES**
 - City Centre
 - District Centre
 - Principal Town Centre
 - Town Centre
 - Local Centre
- HISTORIC ENVIRONMENT**
 - Conservation Areas
 - Historic Parks and Gardens
 - Scheduled Ancient Monuments
- Greenbelt**
 - Greenbelt
- Site of Special Scientific Interest**
 - Site of Special Scientific Interest
- Site of Importance for Nature Conservation**
 - Site of Importance for Nature Conservation
- Sites of Local Importance for Nature Conservation**
 - Sites of Local Importance for Nature Conservation
- Local Nature Reserves**
 - Local Nature Reserves
- TRANSPORT**
 - Strategic Highway Network
 - Motorway
 - Railways
 - Proposed Station
 - HS2
 - Metro
 - Strategic Cycling Route
 - Canals

To be read in conjunction with the Written Statement.

Scale 1:25,000

Birmingham City Council
Cabinet

25 June 2024



Subject: Tender Strategy for the provision of Security Services

Commissioner Review

Commissioners support the recommendations.

Birmingham City Council

Report to Cabinet

25 June 2024



Subject: Tender Strategy for the provision of Security Services

Report of: Strategic Director of Place, Prosperity & Sustainability

Relevant Cabinet Member: Councillor Karen McCarthy, Cabinet Member Finance

Relevant O &S Chair(s): Councillor Albert Bore, Chair of the Corporate and Finance Overview and Scrutiny Committee

Report author: Angela Marsh, Security Services Manager
Telephone No: 07825 052293
Email Address: angela.marsh@birmingham.gov.uk

| | | |
|--|---|---|
| Are specific wards affected? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No – All wards affected |
| If yes, name(s) of ward(s): | | |
| Is this a key decision? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| If relevant, add Forward Plan Reference: 012681/2024 | | |
| Is the decision eligible for call-in? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| Does the report contain confidential or exempt information? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| If relevant, state which appendix is exempt, and provide exempt information paragraph number or reason if confidential : | | |

1 Executive Summary

- 1.1 To obtain approval to the strategy and seek authority to proceed with the procurement of a Framework Agreement for Provision of Security Services via the Open Procedure route. The framework agreement will be for a period of 2 years commencing on 15 March 2025 with an option to extend for a further period of up to 2 years, subject to satisfactory performance and budgetary availability. The maximum period of the Framework Agreement will be 4 years. The estimated value

of the framework based on historical data is a maximum of £16m over the full term of the contract.

2 Recommendations

That the Strategic Director for Place, Prosperity & Sustainability in conjunction with the Assistant Director – Procurement (or their delegate), the Interim Director of Finance and Section 151 Officer (or their delegate) and the Interim City Solicitor & Monitoring Officer (or their delegate):

- 2.1 Approves the contents of this report in order to implement the strategy and the commencement of procurement activity for a Framework Agreement for Provision of Security Services in accordance with the requirement and approach set out in Section 3 of this report.
- 2.2 Notes that the outcome of the procurement process will be reported to the Strategic Director for Place, Prosperity & Sustainability in conjunction with the Assistant Director – Procurement (or their delegate), the Interim Director of Finance and Section 151 Officer (or their delegate) and the Interim City Solicitor & Monitoring Officer (or their delegate) who will approve the award of the Framework Agreement for Provision of Security Services.
- 2.3 Notes that the award of any call-off contracts will be approved in accordance with the Procurement and Contract Governance Rules/Scheme of Delegations, subject to Section 151 officer prior approval of spend.
- 2.4 That Cabinet approves the deviation from the tender evaluation weighting for social value set out in the Council's Social Value Policy March 2023 from 20% down to 10% as justified in in section [3.5.5.2] below.

3 Background

3.1 Background and Service Requirements

- 3.1.1 The Council will be seeking to establish a Framework Agreement for the provision of security services for Council premises including but not limited to operational buildings, public buildings, parks, depots, commercial buildings, Council operated carparks, community-based sites, and other sites such as schools. The framework agreement will also provide security services to sites with specific requirements including but not limited to community libraries, crematoria, cemeteries, temporary accommodation, learning centres and void premises.
- 3.1.2 The City Council is the single largest owner of property in Birmingham and holds the largest land estate of any UK local authority, extending to 26,000 acres. The portfolio is made up of retail, industrial, warehousing, workshops, offices, and a variety of other property types geographically spread across the city of Birmingham. The proposed Framework Agreement will consolidate all Security Services requirements across the Council seeking economies and efficiencies wherever possible.
- 3.1.3 The framework agreement will be a single provider framework. The awarded provider will be required to deliver 100% of the requirements of the Council for security services.

- 3.1.4 The contracts under this framework agreement will be awarded via Call-Off Orders through a Direct Award mechanism based on the specific requirements of each contract. Call-Off Orders will be based on the requirements specific by the respective service manager. The framework agreement will be managed by the Security Services Manager.
- 3.1.5 At present these services are delivered through a Framework Agreement awarded in February 2021 for a 4-year period. The existing Framework Agreement was awarded to two providers Profile Security Services Limited and SSG Support Services Group Ltd, the Call-Off contracts under this Framework Agreement are due to expire on 14 March 2025.

Lessons Learned

- 3.1.6 Following a review of the current Framework Agreement, the following themes have been identified as lessons learned and therefore incorporated onto the strategy for the proposed Framework Agreement.
- 3.1.7 The estimated value of the Framework Agreement was reached prior to its expiry date. The current Framework Agreement was awarded in 2021 for an estimated value of £12m. With the incorporation of the security needs associated with the Perry Barr Regeneration Scheme (PRBS) scheme in 2022 the annual spend increased by £750K per annum. A report was brought before Cabinet requesting authorisation for the additional spend under the Framework Agreement. In addition, due to budgetary constraints, the Framework Agreement became a more attractive option for other divisions, within the Council, which chose to utilise the framework. The proposed framework takes into consideration all the spend across all divisions of the Council including the additional £750K per annum from the PRBS and as such it has been reflected in the tender strategy, recognising however that Council assets will be vacated and sold during the contract period thus realising cashable savings but where these assets are potentially void pending disposal, the need for security services is expected to remain constant in the short term.
- 3.1.8 The existing Framework Agreement was initially awarded on a Dual Supply basis this would mitigate the risk of supplier complacency and supplier failure if only 1 provider was awarded. However, most of the work was awarded to the first ranked bidder of the Framework Agreement. On reflection, it was concluded that, for the next iteration of the Framework Agreement, given the service requirements and future projected operating requirements, more than one (1) supplier is not required going forward as this would create a more administrative burden, in addition a single provider framework would maintain the provider focussed and committed to the Framework Agreement and give the provider the opportunity to work more closely when scoping requirements to add value with a focus on cost efficiency and also further explore their appetite to share risk.

- 3.1.9 The approach of a Framework Agreement, managed centrally and through a single internal intelligent client function worked well for the current Framework Agreement as it provided the Council with the flexibility of working with the contractor to explore different methods of security and the opportunity of swapping between the different methods and forms of security provision (i.e.. from guarding to installation of security cameras with remote monitoring for void schools) to tailor the services to the requirements which are also prone to change, this enabled the Council to use the most cost-effective method at any given time/location. This benefit has been further refined and incorporated into the strategy for the next iteration of the Framework Agreement to ensure additional efficiencies in the approach to security provision.
- 3.1.10 The current Framework Agreement has contributed to build relationships across the multiple divisions of the Council using the framework (Parks, Car Parks, Education, Housing etc) directing these requirements through a central client and served as a tool, facilitating the consolidation and rationalisation of the demand for centrally managed Security Services, whilst mandating the use of the Council's own Framework Agreement where appropriate to ensure best value. The new iteration of the Framework Agreement will continue to build on this model.

3.2 Outcomes Expected

- 3.2.1 The following outcomes are anticipated over the life of the contract as a result of the proposed procurement process to be carried out:
- **Safer Premises** – Council premises are safe and secure with access only permitted to authorised personnel. Anti-Social behaviour and crime is deterred and incidents dealt with efficiently and effectively.
 - **Appropriate Provision** – the security provision meets the Council's requirements on a location-by-location basis.
 - **Flexible Service** – the security provision will not be a 'one-size fits all' and will respond to the changing requirements of the Council.
 - **Flexible Contracting** – the Call-Off contracts will be adapted to the specific time periods required by the service areas.
 - **Efficient** – the security provision is effective and provides value for money with an emphasis on cost reduction linked to a reducing corporate asset base.

3.3 Market Analysis

- 3.2.2 The security sector/industry is a mature market offering a variety of different services with security guard services being the highest percentage of the market. The supplier base ranging from micro to multi-national companies.
- 3.2.3 The British Security Industry Association (BSIA) represents about 70% of the UK private security industry with members ranging from SMEs to international organisations.
- 3.2.4 There are an estimated 9,000 security companies in the UK as of 2023, an increase of 2.2% from 2022. The number of businesses in the Private Security Services industry in the UK has grown 2.2% per year on average over the five years between 2018-2023. There were 2,445 security enterprises operating in London in 2023, the most of any region of the United Kingdom in that year. South

East England had 1,645, while East England had 1,225. The region with the fewest number of enterprises was Northern Ireland, at 140. There were 835 security enterprises in the West Midlands in 2023.

3.2.5 Private security services have grown in prominence. The number of private security guards currently outnumbers the number of police officers in Britain.

3.2.6 The value of the physical security market was worth £4.1 billion in 2021. Between 2021 and 2026, the physical security market's value is expected to rise by 19%, reaching £4.9 billion.

3.4 Tender Opportunity

3.4.1 This tender opportunity is likely to raise interest from both local and national security companies in the marketplace.

3.4.2 Although there are many providers in the marketplace, only those suppliers who are sufficiently resourced to comply with the size of the requirements will be considered for this opportunity however healthy competition is expected which will enable us to further drive efficiency and promote innovation from providers in respect of their tender submissions, with a clear focus on sharing risk and reducing costs whilst ensuring sufficient and appropriate security solutions are provided at all times to meet requirements.

3.4.3 Market research by the British Security Industry Association shows that many vendors compete on price only. The risk of driving for the lowest cost at the expense of quality is a false economy. This will be addressed in the quality questionnaire by applying a balanced weighting between price, quality and Social Value. A minimum quality threshold will be applied.

3.5 Strategic Procurement Approach

3.4.4 The following options were considered:

3.4.5 **To tender for a Council only Framework Agreement** – This is the recommended option as this would give the Council the most flexibility in specifying our service provision and enable the Framework to be awarded within the timescales whilst also attracting the widest number of organisations including small, local organisations to participate in the tender process. This option provides a secure process and flexibility to respond to the changing demand for this service which is dependent on the services delivered in house and the Council's property portfolio which includes commercial properties.

3.4.6 **Do nothing** – this is not an option as not having an active contract in place would result in a breach of the Public Contracts Regulations 2015, the Council's Standing Orders and Procurement Governance Arrangements.

3.4.7 **To provide in-house** – It was concluded that this was not the best option as the salary grade for in-house security guards is above the market rate. Due to the flexible requirements the workforce would need to be supplemented by agency staff who would qualify for pay parity after 3 months which again would not be cost effective.

3.4.8 **To use a collaborative framework agreement** – There are compliant Framework Agreements in place for Security Services from various framework providers. However, in this instance, and given the nature of the service and the estimated value of the spend, it is considered that the use of a third-party Framework Agreement is likely to narrow down the level of competition.

3.6 Procurement Approach

3.5.1 Duration and Advertising Route

The framework agreement will be awarded for a period of 2 years (with an option to extend for a further period of up to 2 years, subject to satisfactory performance and budgetary availability. The maximum period of the Framework Agreement will be 4 years) and advertised in the Find a Tender, Contracts Finder and www.finditinbirmingham.com.

3.5.2 Sourcing Strategy

The framework agreement will be awarded to 1 supplier.

3.5.3 Procurement Route

The contract will be tendered following the Open Procedure in compliance with the Regulation 27 of the Public Contract Regulations 2015 on the basis that there is abundant supply in the market, the specification can be defined, and the prices controlled.

The Open Procedure is a single-stage procurement process that allows the Council to maximise the opportunity for tender returns as well as assessing the capability and capacity of providers to deliver the contracts awarded under this Framework

3.5.4 Scope and Specification

The scope and specification will be designed to ensure that the security services can be delivered in the most cost efficient and effective way to meet requirements. It is a mandatory requirement that all suppliers provide Security Industry Association registered staff.

The provision of security services is to be administered through the centralised internal service to cover for shortages in the in-house workforce at peak times or due to absence and will be used on an 'as and when required' basis to fit in and complement the in-house service as well as providing support to activity and to cover buildings as requirements arise.

This is a corporate wide Framework Agreement that includes, but is not limited to: Homeless Centres, PBRS, Car Parks, Parks, Depots, Corporate Landlord, Education, The Exchange (UOB), Security Services and Libraries with potential new customers: Handsworth Leisure Centre and Cemeteries. Such requirements being managed through the centralised security services team to ensure consistency in terms of contract management and to manage demand.

Roles

The following roles/services are required:

- a. Static guarding (includes CCTV Monitoring)
- b. Mobile guarding including vacant property inspections.
- c. Mobile guarding with a dog
- d. Security/Porter
- e. Alarm Activation Response
- f. Open/close (Lock and Unlock)
- g. Technical Security Solutions

3.5.5 Tender Structure (Including Evaluation and Selection Criteria)

3.5.5.1 Evaluation and Selection Criteria

The quality / price balances below were established having due regard for the corporate document 'Evaluating Tenders' which considers the complexity of the services to be provided. The tender documents will include the standard Birmingham City Council Terms and Conditions tailored for the specific service requirement.

3.5.5.2 The evaluation of tenders will be assessed as detailed below:

This procurement will be a single stage Invitation to Tender (ITT).

Tenders will be evaluated using the quality / social value / price in accordance with a pre-determined evaluation model. The quality element will account for 30%, social value 10% and price 60%. This quality / social value / price balance has been established having due regard to the corporate document 'Evaluating Tenders' which considers the complexity of the services to be provided and the degree of detail contained within the contract specification.

Tenders will be evaluated against the specification in accordance with the pre-determined evaluation model described below:

Quality (30% Weighting)

| Criteria | Overall Weighting | Sub-weighting |
|---|--------------------------|----------------------|
| Service Delivery and Quality Management | 100% | 50% |
| Organisation and Resources | | 20% |
| Customer Care | | 10% |
| Contract Management | | 10% |
| Contract Mobilisation & Provider Off Boarding | | 10% |

Tenderers who score less than 60% of the quality threshold i.e. a score of 60 out of a maximum quality score of 100 (60 marks out of 100) will not proceed to the next stage of the evaluation.

Social Value (minimum 10%)

A deviation from the tender evaluation weighting for social value set out in the Council's [Social Value Policy March 2023](#) from 20% down to 10% is proposed. The policy allows any lower weighting, to a minimum of 10%, where this has been justified and approved. The justification for this proposal is the low profit margins with this contract and two of the social value elements being achieved naturally; Local Employment and Buy Local. By lowering the Social value weighting to 10%, more weighting can be applied to price, driving the best value for money for this contract and supporting the Council priorities.

| | Sub-Weighting | Sub-Criteria | Theme Sub-Weighting |
|----------------------|---------------|-------------------------|--------------------------------------|
| Living Wage | | | Pass/Fail |
| Qualitative | 50% | Local Employment | 60% |
| | | Buy Local | 0% |
| | | Partners in Communities | 0% |
| | | Good Employer | 30% |
| | | Green and Sustainable | 10% |
| | | Ethical Procurement | 0% |
| | | | TOTAL 100% |
| Quantitative | 50% | BBC4SR Action plan | Total of Action Plan Value (£) score |
| | | TOTAL 100% | |
| Overall Social Value | 10% | | |

Price (60%):

The price evaluation will be broken down into two sections: Rates model and Scenario model, as set out in the Price table below.

The rates model will provide the hourly rates or rate per visit for the roles with a weighted calculation based on volumes required for the service; for example, if the majority of the requirements are for static guarding this will be appropriately weighted.

- a. Static guarding - hourly rate
- b. Mobile guarding - hourly rate
- c. Mobile guarding with a dog – hourly rate
- d. Security/Porter - hourly rate
- e. Alarm Activation Response – hourly rate/rate per visit
- f. Open and lock service – Rate per location per visit
- g. Minimum number of hours per shift – hours to be specified
- h. Technical Security Solutions – solutions available

The Scenario model will be used for potential bidders to design their proposal to lock/unlock 32 Parks across the City within a specified time frame. The total cost of this design will then be used in the pricing evaluation to demonstrate how the potential bidders can demonstrate value for money and potential economies of scale.

| Criteria | Overall Weighting | Sub-weighting |
|------------------------|-------------------|---------------|
| Rates | 100% | 90% |
| Scenario Model - Parks | | 10% |

Overall Evaluation

The evaluation process will result in comparative quality, social value and price scores for each tenderer. The maximum quality score will be awarded to the bid that demonstrates the highest quality. The maximum social value score will be awarded to the bid that demonstrates the highest social value. The lowest price will be given the maximum score. Other tenderers will be scored in proportion to the maximum scores in order to ensure value for money and the proposed framework agreement will be awarded to the first ranked tenderer. The quality score will also reflect the providers ability to be innovative and assist in providing solutions that drive further efficiency, value for money and share risk.

3.5.6 Evaluation Team

The evaluation of tenders will be undertaken by officers from various directorates, supported by the Corporate Procurement Services.

3.6 Indicative Implementation Plan

| | |
|-------------------------------|-----------------|
| Procurement Strategy Approval | 25 June 2024 |
| ITT Issued | 2 July 2024 |
| ITT Return | 3 August 2024 |
| Evaluation Period | August 2024 |
| DPR Approval (Award) | September 2024 |
| Contract Award | 1 October 2024 |
| Mobilisation period | October 2024 |
| Contract Start | 1 November 2024 |

3.7 Service Delivery Management

3.7.1 Contract Management

The contract will be managed operationally by the Security Services Manager with support from the Contract Manager, Corporate Procurement Services.

- 3.7.2 The proposed Framework Agreement will be centrally managed by the Security Services Manager with strong focus on collaboration, innovation and a clear emphasis on obtaining the maximum possible value from the framework by applying best practice proven to have worked for other clients of similar profile to the Council and to explore new more cost effective solutions where the provider is prepared to take some risk whilst also ensuring an appropriate level of service at all times (e.g. in some instances the level of solution required will need to be tailored to the nature (and inherent risk) of the activity whilst also having reference to the value and future of the asset being secured. .Performance Management

The collation of information to assist in monitoring the Key Performance Indicators (KPI) will be agreed between both parties prior to the contract start. The following KPI's will be monitored.

1. Number of monthly security audits/inspections undertaken
2. Monthly Management Information Reports to be supplied for discussion at quarterly Contract Review Meetings
3. Promptly respond to service requests via 24 hour / 365 days-a-year Helpdesk – response within one hour
4. Number of “upheld” complaints about Service Provider’s staff behaviour
5. Number of security breaches
6. Number of service provision reviews undertaken to improve provision/provide better value for money
7. **PARKS/CAR PARKS** – Must be opened by time advertised and not be locked before advertised designated closing times
8. **PARKS** – All gates to be locked/unlocked as per agreed schedule i.e. no missed gate lockings allowed

4 Options considered and Recommended Proposal

- 4.1 Alternative procurement options are shown in paragraph 3.4.

5 Consultation

5.1 Internal

- 5.1.1 The Strategic Director of Places, Prosperity and Sustainability has been consulted and is in agreement with the recommendations in this report.

Officers from City Finance, Corporate Procurement and Legal and Governance have been involved in the preparation of this report

5.2 External

- 5.2.1 No consultation external to the Council has been carried out.

6 Risk Management

- 6.1 The CPS approach is to follow the Council Risk Management Methodology and the Procurement Team is responsible for local risk management. CPS maintains a risk management register and documentation relevant for each contract. The risk

register for the service has been jointly produced and owned by Place, Prosperity & Sustainability and CPS with arrangements being put in place to ensure operational risks are appropriately mitigated.

7 Compliance Issues:

7.1 How are the recommended decisions consistent with the City Council's priorities, plans and strategies?

7.1.1 A Bold Prosperous

Birmingham Key to delivering the Council's vision of a city where everyone has an opportunity to prosper from its economic growth and development, the re-procurement of the security framework provides an opportunity for local SME companies to be considered to deliver the security services required by the Council. The successful contractor will be mandated to provide more local jobs and payment of the Birmingham Living Wage which will ultimately tackle unemployment and support inclusive economic growth. The regeneration at Perry Barr is currently providing employment opportunities and future major development and regeneration including at Smithfield and East Birmingham will undoubtedly provide further employment opportunities.

7.1.2 A Bold Safe Birmingham

The Security Framework will help support Birmingham's ambition to be a city with vibrant and flourishing neighbourhoods that are safe and affordable. We will continue to provide security in council run premises where vulnerable citizens are protected and supported to ensure safe and secure environments.

7.1.3 Birmingham Business Charter for Social Responsibility (BBC4SR)

Compliance with the BBC4SR is a mandatory requirement that will form part of the conditions of these contracts. Tenderers will be required to submit an action plan with their tender that will be evaluated in accordance with the procurement strategy set out in paragraph 3.5.5.2 and the action plan of the successful tenderers will be implemented and monitored during the contract period.

7.2 Legal Implications

7.2.1 The Council has the power to enter into this activity by the general power of competence secured by Section 1 of the Localism Act 2011. The activity is within the boundaries and limits of the general power set out in Section 2 and 4 of the Localism Act 2011 respectively.

7.2.2 TUPE may occur between the incumbent provider and the successful tenderer where the provisions of the Transfer of Undertakings (Protection of Employment) Regulations 2006 (TUPE) are satisfied.

7.2.3 Pre-Procurement Duty under the Public Service (Social Value) Act 2012

The Social Value outcomes to be supported by this contract have been determined and are included in the specification, as well as incorporation of the associated

Themes from the BBC4SR that are included in the tender evaluation, therefore no additional stakeholder consultation is required.

7.3 Financial Implications

7.3.1 The framework agreement will be for a period of 2 years commencing on 15 March 2025 with an option to extend for a further period of up to 2 years, subject to satisfactory performance and budgetary availability. The maximum period of the Framework Agreement will be 4 years.

- 1 This is a procurement process for a framework agreement which doesn't commit the Council to a particular level of expenditure.
- 2 The current cost of the service based on historical spend patterns/estimates is £3.2M per annum; These figures are based on information extracted from Voyager with an estimate for projected usage. The spend is currently distributed as follows.
 - Housing – 33%
 - Perry Barr Regeneration Scheme – 26%
 - Carparks – 20%
 - Parks – 7%
 - BCC Depots – 6%
 - Education – 5%
 - Inhouse Security Services – 2%
- 3 The cost of the proposed contract will be met from the various directorate/service area budgets. Services will state their requirements for the call-off contracts and provide a budget code in advance of the call-off contract being placed.
- 4 The Council is currently undergoing an exercise of accelerated disposal of assets which are surplus to the Council's requirements. As a result of this exercise, it is envisaged that the spend in Security Services will decrease over time in a direct proportion to the success of the asset disposal exercise. This will be reflected in the specification for each of the call off orders raised under the Framework Agreement. The proposed Framework Agreement does not commit the Council to any level of spend.
- 5 The framework agreement and the call-off terms and conditions will enable providers to apply for an annual price review. Any price increases will be limited to the annual Real Living Wage increase published each year in November plus an additional 1% (capped) to allow for increased employment costs associated with the Real Living Wage increase. No additional price increases will be permitted under this framework agreement and these employment costs will be monitored on an open book basis to ensure the 1% will only be payable if costs have demonstrably increased to a level at or in excess of this cap.

- 6 There is no charge for undertaking this procurement exercise as it is a corporate contract.
- 7 Any savings that may be generated as a result of this procurement will be managed within the Directorates.
- 8 Opportunities for further savings are being explored continuously as part of the existing contracts and will continue to be the central focus with the proposed new Framework Agreement e.g. The Council is maximising the use of the technology available to apply a blended approach of physical guarding and remote monitoring such as in the case of the Perry Barr Regeneration Scheme. The specification of requirements for the proposed Framework Agreement will include, as part of the tender submissions and ongoing contract management regime, the collaboration with the provider and the submission of innovative proposals and case studies by the provider to maximise the use of technology where this is cost effective and sustainable (potentially with physical guarding solution as a last resort) to realise the achievement of efficiencies and savings without compromising the quality of the service.
- 9 Each call off project by Birmingham City Council will be subject to spend approval and approval in accordance with the Council's Procurement and Contract Governance Rules.

7.3.2 This is permitted spend under the Mandatory Spend Controls due to it being a clear statutory obligation. Authorisation was received from the S151 board on 20.03.2024 and Directorate spend control board Place, Prosperity & Sustainability on 19.03.2024.

7.4 Procurement Implications (if required)

7.4.1 The procurement exercise will be conducted in accordance with the Public Contract Regulations (2015) and the Council Constitution (Part D Procurement and Contract Governance Rules).

7.5 Human Resources Implications (if required)

7.5.1 Not applicable

7.6 Public Sector Equality Duty

7.6.1 A relevance test to decide whether the planned procurement for the provision of security services has any relevance to the equality duty contained in Section 149 of the Equality Act 2010 of eliminating unfair /unlawful discrimination and to promoting equality and human rights was conducted on 04/03/2024, EIA000385. The screening identified that there was no requirement to assess this further and completion of an Equality Assessment form was not required.

7.7 Environmental and Sustainability Implications

7.7.1 Not applicable

8 Appendices

8.1 Appendix 1 - Social Value Rationale

9 Background Documents

9.1 None

Appendix 1 - Social Value Rationale Template: 1 side of A4.

| |
|---|
| Social Value Rationale |
| Title of Commissioning / Procurement project: TENDER STRATEGY FOR THE PROVISION OF SECURITY SERVICES (P1262) |
| Project details: A Corporate Security Framework |
| Value of spend (total contract): £16m |
| Estimated award date: 01/10/2024 |
| Duration of the Contract: 4 years (2+2) |
| Main element of contract: Goods / Services / Works |
| <p>Market dynamics:</p> <p>Low maturity is expected in Tenderers. Predominantly local providers to Birmingham or the West Midlands region.</p> <p>Providers attracted to this contract would have delivered, at some point in the past, security services within a Local Authority environment, hence they should have had some exposure to the requirements in terms of Social Value delivery.</p> <p>Although the default SV overall weighting is 20%, due to the financial pressures that the Council is facing, it is proposed that this weighting is reduced to 10%. The reduced weighting is added to the Price element so that the Council obtains better value for money. This has been agreed in consultation with the Leader of the Council.</p> |
| Total Social Value Weighting: 10% |
| Qualitative / Quantitative split: 50% / 50% With market maturity being high we have decided on a 50/50 split between qualitative and quantitative responses provided through the Charter action plan. |
| <p>Reasons for which themes are to be prioritised:</p> <p>Local Employment has been chosen as there is a potential for tenders to be received from local/regional SMEs who may or may not employ personnel local to Birmingham.</p> <p>Good Employer has been chosen as this industry lends itself to poor quality working conditions and this contract could contribute to mitigate the risk of Modern Slavery in the industry.</p> <p>Green and Sustainable has been chosen as this Framework Agreement includes an element of logistics that could potentially negatively contribute to increase carbon emissions within Birmingham City, the objective is to use this contract to promote low emissions in the removals industry.</p> <p>Partners in Communities has not been allocated weighting. However, delivery of projects from the Match My Project portal is mandatory, the winning tenderer will be required to deliver projects from the Match My Project, this opportunity could be utilised to direct the provider to community focused projects.</p> |
| List the themes in order of priority (sub-weighting) |
| Priority Theme 1: Local Employment. The Social Value questions should seek to obtain commitment from Tenderers to create employment and training for local |

| |
|--|
| <p>residents and to work with schools and colleges to help ensure that the local young people are equipped with the right skills to match the requirements of the labour market.</p> |
| <p>Priority Theme 2: Good Employer should be the second priority in terms of SV for this contract, making sure that the tenderers promote equality and diversity within their workforce, they actively work to remove any traces of discrimination from their workforce and they do not operate zero hour contracts. Tenderers must demonstrate increased knowledge of Modern Slavery.</p> |
| <p>Priority Theme 3: Green and Sustainable. The social value responses need to relate to the plans and targets to reduce direct & indirect carbon footprint of the Tenderer's operation and logistics, commitment to eliminate unnecessary waste and minimise the impact of their operation in the local community reducing their impact on noise and air quality.</p> |
| <p>Subweighting of the Themes:</p> |
| <p>Local Employment: 60%</p> |
| <p>Buy Local: 0%</p> |
| <p>Partners in Communities: 0%</p> |
| <p>Good Employer: 30%</p> |
| <p>Green and Sustainable: 10 X%</p> |
| <p>Ethical Procurement: 0%</p> |

Birmingham City Council
Cabinet

25 June 2024



Subject: Corporate Plan 2022-2026: Performance and Delivery
Monitoring Report

Commissioner Review

Commissioners note the recommendations and look forward to a new performance regime to be implemented as a part of the ongoing improvement and recovery process.



Birmingham City Council Report to Cabinet

25th June 2024

| | |
|-----------------------------------|---|
| Subject: | CORPORATE PLAN 2022-2026: PERFORMANCE AND DELIVERY MONITORING REPORT |
| Report of: | Richard Brooks, Director of Strategy, Equality and Partnerships |
| Relevant Cabinet Member: | Councillor Rob Pocock, Transformation, Governance and Human Resources |
| Relevant O&S Chair(s): | Councillor Albert Bore – Co-ordinating O&S Committee |
| Report author: | Angela Storer, Head of Corporate Performance |

| | | |
|---|------------------------------|--|
| Are specific wards affected? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| Is this a key decision? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| Is the decision eligible for call-in? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| Does the report contain confidential or exempt information? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |

1 Executive Summary

- 1.1 This report provides Cabinet with a summary of performance and delivery progress against the 'Be Bold' ambitions and priorities set out in the Council's current Corporate Plan 2022-2026. The information presented is the position at the end of Quarter 4 2023/24.
- 1.2 Performance and delivery against the Corporate Plan is reported using a set of Key Performance Indicators (KPIs) and commentary on key delivery milestones (2023/24) in relation to each of the key strategic ambitions:

A Bold **Prosperous** Birmingham

A Bold **Safe** Birmingham

A Bold **Green** Birmingham

A Bold **Inclusive** Birmingham

A Bold **Healthy** Birmingham

A Bold **Well-Run** Council
(formerly A Bold Best in Class Council)

2 Recommendations

- 2.1 That Cabinet notes: this is the last corporate performance update of this kind and the final report on performance against priorities and ambitions for 2023/24 as set out in the Council's Corporate Plan 2022-2026; and that going forward reporting will be against the Council's Improvement and Recovery Plan and a revised set of performance indicators.
- 2.2 That Cabinet approves: the revised corporate performance indicator set as presented at **appendix D** for reporting from Quarter 1 2024/25.

3 Background

- 3.1 This report is the last of its kind. As part of the Improvement and Recovery Plan (IRP) Birmingham City Council is committed to improving its performance reporting and management arrangements and strengthening its performance culture across the board.
- 3.2 New reporting arrangements are being put in place for 2024/25. These improved arrangements will include the introduction of a revised set of corporate Key Performance Indicators. The full list of proposed corporate indicators for approval by Cabinet is at Appendix D of this report.
- 3.3 A streamlined quarterly report will highlight the relevant Directorate and Cabinet Portfolio for each of these KPIs, thereby clarifying accountability.
- 3.4 To enhance transparency about performance levels, every KPI will have a target against which performance is reported, and appropriate external benchmarking data will be included where this is available.
- 3.5 The new approach for corporate performance reporting will begin from Quarter 1 2024/25.
- 3.6 An Improvement and Recovery Plan (IRP) was developed in response to the Secretary of State's Intervention Directions and approved by Full Council on 16th April 2024. The IRP is now the primary corporate document upon which delivery activity will be reported to the Improvement and Recovery Board.
- 3.7 The Corporate Plan will be revised in October 2024 to ensure that ambitions and priorities reflect the current context and improvement priorities for the city and citizens, in alignment with the requirements of the Improvement and Recovery Plan.

4 Structure of the report

- 4.1 The City Council approved a Corporate Plan for 2022-2026 on 11th October 2022 to provide a framework for the council's business planning and context for service priorities, programme development and transformation activity.
- 4.2 A refreshed Corporate Performance and Delivery Plan was approved by Cabinet on 27th June 2023 setting out milestones and performance indicators for 2023/24. This report provides an update of performance and progress for the final quarter of 2023/24 and concludes reporting for that performance year.
- 4.3 Section 5 provides a summary of performance against KPIs and progress against delivery of activity milestones for each of the key strategic ambitions in the Corporate Plan. Section 6 provides a more detailed breakdown of delivery and performance against each of the strategic ambitions. Definitions of the ratings used to assess performance and delivery are provided in table 1 below.

Table 1 – Definitions for RAG and BRAG ratings

| B/RAG rating | RAG ratings for KPIs description | BRAG ratings for delivery milestones description. (Period: Q4 and End of Year) |
|---------------------|--|---|
| Blue | Not applicable. | Activity has been achieved/delivered. |
| Green | Performance is equal to or better than target. | Not applicable at quarter 4. |
| Amber | Performance is lower than target but better or equal to tolerance. | Not applicable at quarter 4. |
| Red | Performance is below tolerance. | Delivery milestone has <i>not</i> been completed as originally planned. |

5 Overview of Performance

Summary of performance against delivery milestones

5.1 Of the 122 delivery milestones reported at quarter 4:

- 80 (65.57%) are reported as being fully delivered within the fiscal year (Blue rated).
- 42 milestones (34.43%) are reported as Red- not completed within the fiscal year.

Chart 1. Summary of delivery milestones BRAG status at quarter 4

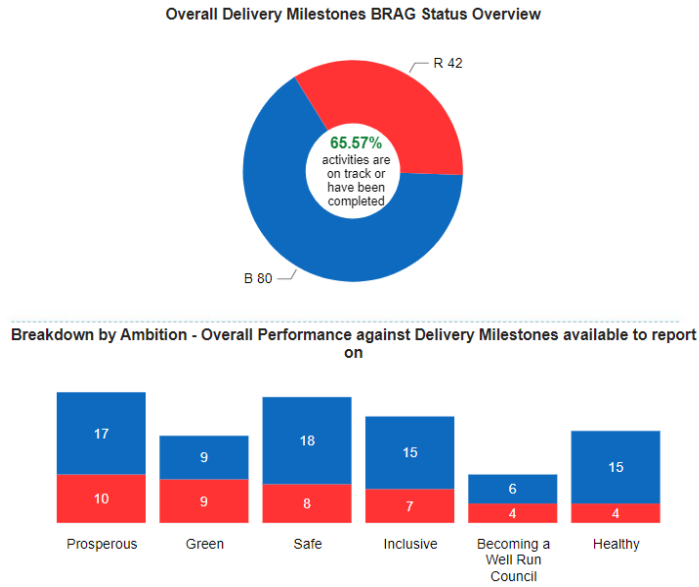
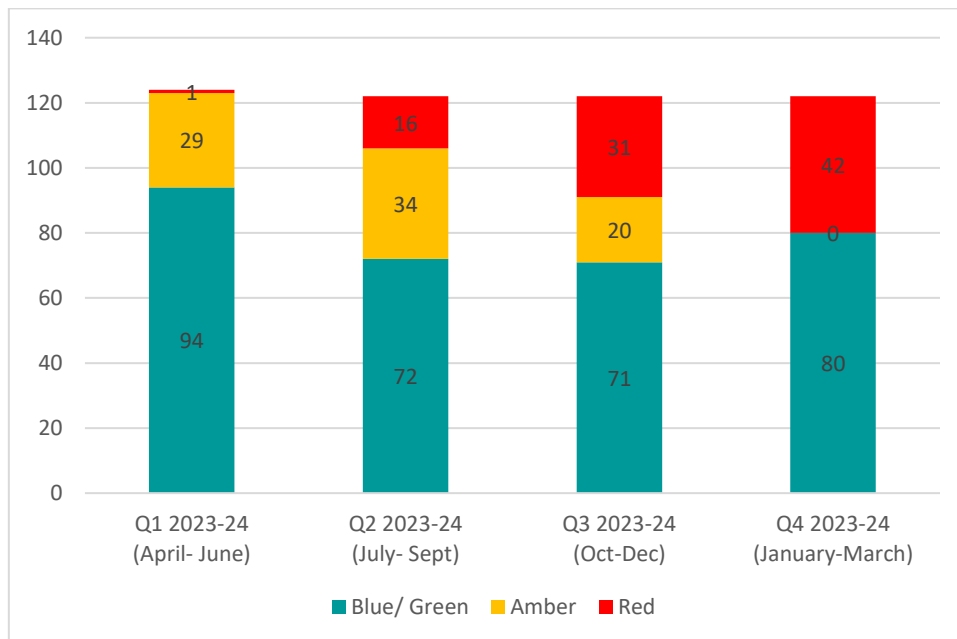


Chart 2 illustrates the BRAG status trends for delivery milestones over the reporting year (April 2023 - March 2024).

Chart 2. Activity trends analysis quarter on quarter



5.2 The quarter 4 position reflects the emphasis that has been placed corporately on taking a realistic, risk-based approach to delivery. Many delivery activities that are rated as red have been paused or intentionally stopped due to the financial position and improvement and recovery priorities. These are highlighted in more detail in section 6, alongside whether the activity will be delivered to a revised timescale. During 2024-25, corporate attention will be

focused on delivering the IRP. Activities captured in section 6 that are ongoing will be monitored via Directorate or Divisional plans as appropriate.

5.3 Further detail on the progress against the full set of delivery activity and milestones can be found in Appendix C.1.

5.4 Summary of performance against KPIs

The Corporate Performance and Delivery Plan includes 80 KPIs for monitoring and reporting during 2023/24. Data is available for 76 of these KPIs at quarter 4. 4 KPIs which were reported earlier in the year, or where data is not available, are as follows:

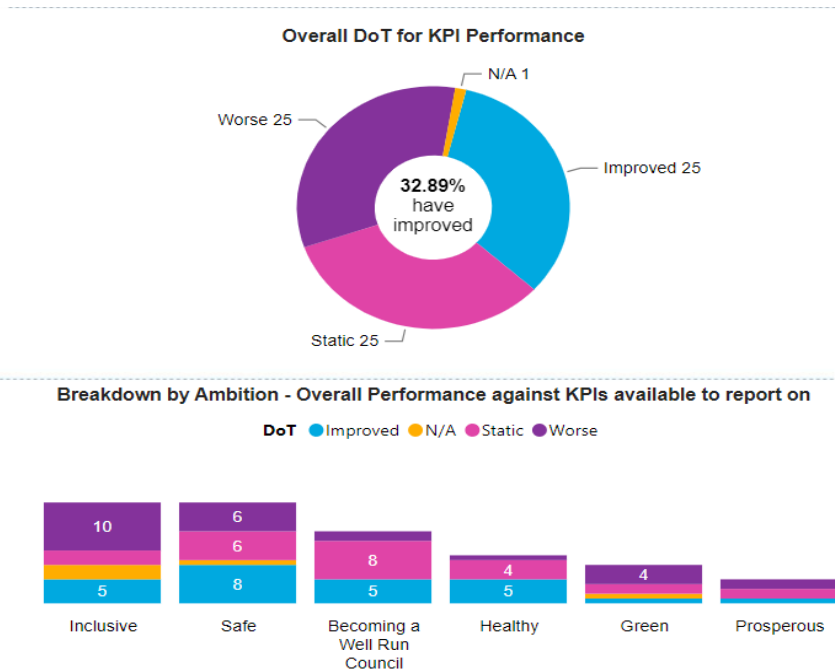
- CF_CP_23 – primary exclusion (reported at Q2, termly data)
- CF_CP_24 – secondary exclusion (reported at Q2, termly data)
- CF_CP_27 – special exclusion (reported at Q2, termly data)
- CO_CP_26 – actual missed bins collection (it has not been possible to produce this data throughout the reporting year).

5.5 59 of the KPIs reported this quarter have targets and have been assigned a RAG rating. Additionally, all 76 KPIs reported this quarter have been assessed in terms of the direction of travel (comparing current performance to either the last reporting period or the same point in the previous year as appropriate) to provide a balanced view on performance across the indicator set.

5.6 Analysis on the KPI performance reported at quarter 4 highlights that:

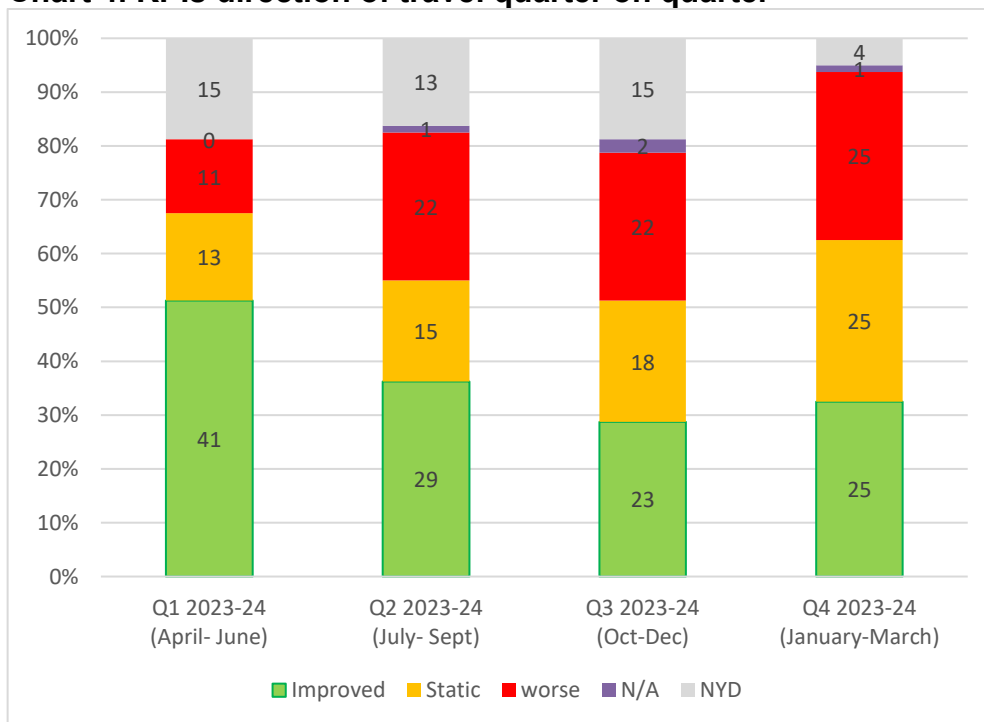
- Performance has improved for 25 KPIs (32.89%) (an increase of 1 from last quarter.)
- Performance has remained static for 25 KPIs (32.89%) (an increase of 5 from last quarter.)
- Performance has declined for 25 KPIs (32.89%) (an increase of 3 from last quarter).
- 1 KPI (1.32%) is reporting for the first time and therefore does not have a previous comparator.
- 4 KPIs are not reported this quarter as highlighted in paragraph 5.4.

Chart 3. Summary of KPI Direction of Travel



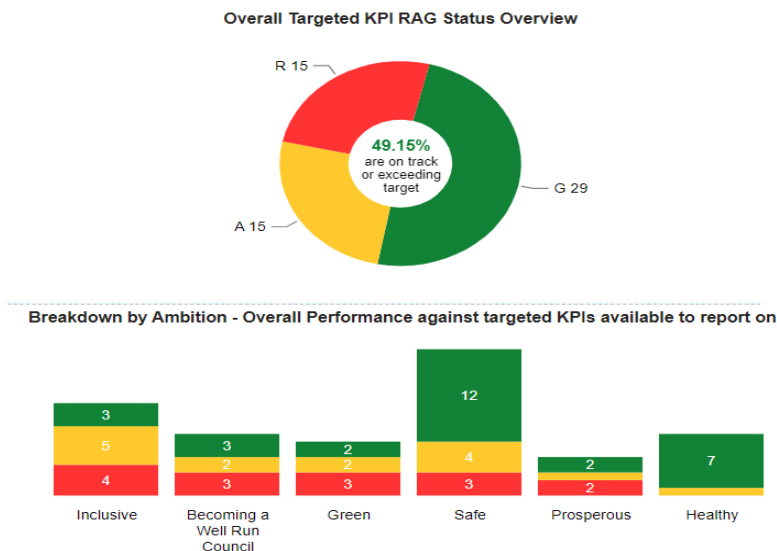
5.7 Chart 4 illustrates KPI direction of travel quarter on quarter. It highlights an overall declining position against the corporate indicator set across the year. The biggest slippage in improvement was between quarters 1 and 2, coinciding with the timing of the S114 notices. Since then, proportions of improving and declining indicators have remained broadly similar between quarters.

Chart 4. KPIs direction of travel quarter on quarter



5.8 Chart 5 provides a summary of the RAG status of KPIs with a target. 49.2% of indicators have met or exceeded target at quarter 4. 25.4% have missed target but are within the set tolerance. A further 25.4% have out-turns that are outside of both target and tolerance and are rated red.

Chart 5. Summary of KPI RAG Status proportions at quarter 4 (performance against target)



5.9 Section 6 highlights performance indicators that have performed well throughout the year, alongside those that have been persistently underperforming.

5.10 Detailed commentary for each KPI is available at appendix B2. Where KPI performance has shown persistent decline or is RAG rated red, these are escalated and reported to the Corporate Leadership Team (CLT). Further work will take place via the Corporate Governance Officer Group and through the Improvement and Recovery Plan to ensure a focus on providing decision makers with information on the most critical service delivery issues to provide early warning signs of risks to performance.

5.11 The refreshed corporate indicator set will have targets for every KPI to enable greater transparency and accountability for performance.

6. Quarter 4 position for Delivery Activity and Key Performance Indicators, by Corporate Plan Ambition

| Ambition: A Bold, Prosperous Birmingham | |
|---|--|
| | Looking ahead to 2024/25 |
| Activities due for completion during Q4 that have not been delivered | Next steps for activities not delivered |
| Continued implementation (implementation (where appropriate and meeting sufficient return parameters) of the City Centre Enterprise Zone to support accelerated delivery of office and residential development, job creation and new homes: h) Snow Hill - Public Realm project phase 3a works commence has been impacted by spend controls; and c) Moor Street Queensway – outline business case submitted, has not been completed to the original date set. | h) Alternative sources of funding for Snow Hill are being explored. c) Work on Moor Street Queensway business case is on track for a revised date of June 24. |
| Progress regeneration programme at Birmingham Smithfield has slipped. | The business case is now due August 24 and work to start on site October 24. |
| Implement the Breaking Down Barriers Report has been impacted by current financial challenge and will not be delivered. | Work against some of the recommendations of the report will continue at service level. |
| Good progress was made towards much of the activity within the “Embed the Birmingham Anchor Network Memorandum of Understanding” activity. However the milestone “local recruitment to the waste service” has been cancelled due to the financial context. | No further action is being taken. |
| Activity to deliver the Living Wage Action Plan was delayed due to the financial context and a need to pause recruitment. | Delivery against the real living wage work plan has recommenced. |

| Ambition: A Bold, Prosperous Birmingham | |
|---|---|
| Quarter 4 in review – Performance Indicators | |
| Strong performance demonstrated | Performance Indicators that missed target or have shown persistent decline |
| Percentage of 16 and 17 year olds that are participating in education, employment or training. Birmingham’s current performance (94.20%) is above the all England benchmark (92.30%) and the locally set target of 94%. Intensive tracking of young people has contributed to this strong performance. | The number of jobs created through the Business Growth Programme. There have been 414 fewer jobs created than at the same point last year, although the target set is also much lower (105). The service have reported that there is a delay in recording the jobs, rather than there being an issue with creating them. During 24/25 this indicator will no longer be monitored corporately but will be monitored locally at directorate level. |

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| <p>Number of new homes completed in the city across all tenures. The cumulative target for 2011-2023 has been exceeded by 4,062 dwellings, in total 28,350 dwellings (114% of target) - for 2024/25, this KPI will be monitored at a directorate level, while the corporate KPI focus and priority continues to be on achieving a higher percentage of Affordable Homes</p> | |
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| Ambition: A Bold, Safe Birmingham | |
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| Quarter 4 in review – Activities | Looking ahead to 2024/25 |
| Activities due for completion during Q4 that have not been delivered | Next steps for those activities not delivered |
| <p>Complete the 300 home retrofit pilot in East Birmingham has not been completed as planned.</p> | <p>Pilot is on track to complete in September 2024. The Programme Board continues to actively manage the Pilot. The Social Housing Decarbonisation Fund (SHDF) Programme will also continue delivery into 2024/25. Delay finalising change control, currently with DESNZ. Review of schemes is underway to ensure they deliver value for money within SWHG grant.</p> |
| <p>Implementing a comprehensive Temporary Accommodation Strategy to ensure families do not remain in B&B longer than 6 weeks, achieving reductions in line with monthly targets has not been achieved. A number of areas needed to be paused following implementation of spend control measures.</p> | <p>The Temporary Accommodation (TA) Strategy was reviewed in April 2024. Delivery of a new Homeless Prevention Strategy (May 2024) an Options Appraisal for Temporary Accommodation (June 2024) and resetting of B&B targets will be overseen through the council's Improvement & Recovery Plan and the Housing Improvement Programme.</p> |
| <p>Review and develop a new Domestic Abuse Prevention Strategy: completing consultation by July 2023 gaining approval by Dec 2023 ready to implement for 2024. A new delivery date was agreed in Quarter 1, with delivery date changing from March to April 24. However unplanned slippage occurred in Q4 due to a legal requirement for more in-depth consultation.</p> | <p>This project is continuing in 24/25. Aim now to take a draft strategy to Cabinet in September 2024.</p> |
| <p>Continue to progress key housing development and regeneration projects including:</p> <ul style="list-style-type: none"> a) Ladywood Estate slipped following a judicial review. b) Yardley Brook c) Langley Sustainable Urban Extension (SUE) slipped due to spend controls | <ul style="list-style-type: none"> a) Consultation expected to start by June 2024 and continue through 24/25. b) Further gas monitoring was undertaken, the results were provided alongside the update remediation strategy and submitted to planning to secure the discharge of the pre-commencement planning conditions 18 and 19. |

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| <p>d) Druids Heath slipped due to spend controls e) Pool Farm Place slipped due to spend controls</p> | <p>c) Negotiations and legal discussions are ongoing until section 106 agreement in place. d) Draft master plan has been signed off by the Leader and Commissioners, community engagement will commence in May 24. Masterplan approval and submission is on track for January 25 and expecting to approve development partner by March 2025. e) alternative delivery options are being considered and taken forward through the Building Birmingham Programme.</p> |
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| Ambition: A Bold, Safe Birmingham | |
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| Quarter 4 in review – Performance Indicators | |
| Strong performance demonstrated | Performance Indicators that missed target or have shown persistent decline |
| <p>Percentage of council housing routine repairs completed within 30 days. Performance has been stable and consistently exceeded the contractual target of 92.6% throughout the reporting year, ending on 94.95%. Daily work in progress alerts and monthly contract performance meetings enable drilling into areas which need targeted action. This KPI will updated for 24/25 to track emergency and non-emergency repairs in line with new Regulatory requirements.</p> | <p>Proportion of Adult Social care clients reviewed, reassessed or assessed within 12 months. Performance against this indicator has shown a steady decline over the year. Performance has declined from 85% at quarter 1, to 72.6% at year end. This is 12% below the 22-23 out-turn of 84%. Commentary suggests performance has been impacted by a lack of social worker capacity for which there has been increased demand in multiple service areas.</p> |
| <p>Percentage of streetlight in light repairs carried out within service standard (time). Performance has consistently exceeded the contractual target of 95% throughout the reporting year.</p> | <p>Number of homes built that are affordable. The year-end target for this indicator has been missed by a significant margin for the last 2 years. This has been attributed to development viability, lack of land supply and a lack of public funding. Delivery of affordable housing will remain a key indicator for corporate reporting during 24-25.</p> |
| <p>Percentage of children who became the subject of a Child Protection Plan for a second or subsequent time within the last 2 years. Performance has been better than the target of 14% throughout the reporting year. The service continue to monitor this closely and this indicator will be part of the 24-25 corporate set.</p> | <p>Total numbers of families in Bed and Breakfast over 6 weeks. Whilst the service has achieved a reduction (an improvement) in this indicator in the last 12 months, this is not in line with the reduction target set. Demand was 25% higher in 2023 than in 2022. Revised targets are being agreed with DLHUC and will continue to be monitored corporately during 24-25.</p> |
| <p>Percentage of children in care experiencing three or more moves within a year. Performance has been stable at 7% over the last 3 quarters. This is better than the benchmark and target at 9%.</p> | |
| <p>Number of properties improved in the private rented sector as a result of Local Authority intervention. The year end result of 413 surpasses the set target of 350 for 23-24 and historical data shows a</p> | |

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| year on year improvement. | |
| Private sector empty properties brought back into use. 369 properties have been brought back into use against a target of 350. Historical data highlights a year on year improvement against this indicator. | |
| Percentage of community safety “front door” enquiries closed within 28 days. Performance has improved during the year and exceeded the target of 75% during Q3 and Q4. | |
| Households where homelessness is prevented. Performance has steadily improved over the year, with a quarter 4 result of 63.24%, exceeding the target and benchmark of 53%. Presentations continue to be a challenge and there is a cohort of individuals who cannot benefit from prevention. This indicator will continue to be monitored corporately during 24-25, with a stretch target of 55% | |

| Ambition: A Bold, Healthy Birmingham | |
|--|--|
| Quarter 4 in review – Activities | Looking ahead to 2024/25 |
| Activities due for completion during Q4 that have not been delivered | Next steps for those activities not delivered |
| Deliver a Sport Strategy that recognises diversity and provides inclusive opportunities for all residents to become more active was paused. | Activity delayed due to having to secure spend control approval for a contracted consultant. The Strategy should be delivered by August 2024. |
| Production of public health reports to inform the Council and its strategic partners commissioning intentions - including: d) Health needs assessments linked to priorities of Health and Wellbeing Board - Mar 24 was not delivered to deadline. | Staff capacity and competing work have caused delays in publishing reports. The reports will now be delivered early 2024/25. |
| Implement activity identified from the co-produced review of Day Opportunity Services | This project is continuing in 24/25. The report to Cabinet on internal day opportunities is now planned for September 2024. This will now be reported via IRP savings delivery governance and assurance. |
| Review and update the suicide prevention action plan by incorporating the BSol 5 year coronial audit and other relevant local intelligence gathered through collaboration with partners was not delivered. | Timeline slipped due to internal capacity issues and external factors. Agreed to defer to 2024-25 and align with the development of the Creating a Mentally Healthy City Strategy |

| Ambition: A Bold, Healthy Birmingham | |
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| Quarter 4 in review – Performance Indicators | |
| Strong performance demonstrated | Performance Indicators that missed target or have shown persistent decline |
| <p>Number of children and adult visits utilising the Be Active free leisure offer. Performance against this measure has shown steady improvement year on year. Current performance (Q3) is 318,729 which has already exceeded the year-end target of 300,000.</p> | <p>There are no indicators to highlight that show persistent underperformance within this ambition.</p> |
| <p>Proportion of children and 2-2.5 years receiving ASQ-3 as part of the Healthy Child Programme or integrated review. Performance against this indicator has been consistently better than the target of 85% over the last 2 reporting years. Performance for the last 2 quarters has also been better than the MBC benchmark (94.5%).</p> | |
| <p>The percentage of people who receive adult social care in their own home. Performance has remained steady across the year between 70% and 71%.</p> | |

| Ambition: A Bold, Green Birmingham | |
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| Quarter 4 in review – Activities | Looking ahead to 2024/25 |
| Activities due for completion during Q4 that have not been delivered | Next steps for those activities not delivered |
| <p>Continue to promote and support Love Your Environment events to deliver cleaner streets was paused as a result of spend control measures.</p> | <p>Good progress has been made against majority of milestones but our ability to fully deliver against this activity has been impacted by spend controls and saving proposals, and Love Your Environment will not continue for 2024/25.</p> |
| <p>Continue to improve the perception and performance of waste collections through service enhancements and better communication with citizens, including optimising collections, implementing a citizen communication plan, Residents' Charter, and Waste Management Charter.</p> | <p>This work will be progressed once service reliability issues have improved. Monitoring of improvement will take place as part of the Street Scene Transformation programme within the IRP.</p> |
| <p>Progress master-planning study at Perry Park and preparing a business case to support its enhancement into a sustainable destination park was paused due to financial constraints.</p> | <p>Works packages have been split into two phases: the first will be delivered over summer 2025, allowing the park to be opened shortly after. The second includes the Northern Plaza fencing and amendments to the drainage. Revised completion date of March 2025 now agreed.</p> |
| <p>Support the strategic air quality objectives through the utilisation of environmental protection powers to improve air quality has not been</p> | <p>Delayed as unable to recruit suitable staff for the work. This is now expected to be completed during 2024/25.</p> |

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| completed. The annual status report was submitted on time. | |
| Deliver the Council's Clean Air Strategy did not achieve the set deadline date due to spend controls. | Expansion of air quality monitoring at schools expected to deliver Sept 24. Clean air zone scope expected to conclude Dec 24. Awareness building launched January 2024 and will continue through 24/25. |
| Progress the City of Nature Plan was not completed on time. However, the Green Champions programme has progressed well | Delays to the Future Parks Standard were due to operational systems not being completed on time. A request to extend the grant period to March 2025 to allow completion of all activities has been confirmed; however, cost savings announced by the Council may further impact delivery. |
| Further develop Birmingham District Energy Company decarbonisation road map has been delayed due to a need to consider alternative delivery options. | Work will continue during 24/25. |
| Birmingham Transport Plan delivery has been delayed as a result of spend controls. | New target publishing date is Summer 24. |

| Ambition: A Bold, Green Birmingham | |
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| Quarter 4 in review – Performance Indicators | |
| Strong performance demonstrated | Performance Indicators that missed target or have shown persistent decline |
| Level of street cleanliness as assessed by the Land Audit Management System (LAMS). Performance has consistently exceeded the target throughout the reporting year. | Recycling, reuse and green waste (both with and without bottom ash). The year-end target of 40% has not been achieved and performance has declined since last year and throughout 2023-24. The year to date estimated result excluding bottom ash is 23.49%. The Council will review its broader waste strategy and this will remain a focus for corporate reporting during 2024-25, although the measure will be revised to match the Oflog definition |
| Percentage of waste presented to landfill. Performance is currently better than the core cities benchmark and the local target has been met throughout the year. | Percentage of offensive / racist graffiti incidents cleared within SLA by Street Cleansing. Performance has declined substantially since quarter 3, with a quarter 4 out-turn of 7.4% compared with 94.1% at quarter 3 and against a target of 100%. There have been issues with how graffiti incidents are recorded, and the 7.4% figure is based on the number of reports uploaded to the street cleansing system. In quarter 4, 315 offensive incidents of offensive graffiti were reported via email or telephone and all 315 were removed within 24 hours of reporting. Going forward, all reports via email and telephone will be uploaded onto MAPPS. This KPI will continue to be monitored corporately during 2024-25. |

Reported missed collections per 100k collections scheduled.

Performance against this indicator has fluctuated throughout the year. The quarter 4 result of 161 has missed the target of 126, by 35. The improvement of waste collection services is an integral part of the Street Scene transformation programme. This indicator will be monitored corporately during 2024-25.

Ambition: A Bold, Inclusive Birmingham

| Quarter 4 in review – Activities | Looking ahead to 2024/25 |
|---|--|
| Activities due for completion during Q4 that have not been delivered | Next steps for those activities not delivered |
| Continuing to work with key partners to widen access to Early Education Entitlement (EEE) and improve Early Years multiagency arrangements with health colleagues. | Work on widening access to EEE will continue in 24/25, in particular targeting under-represented communities to drive up take-up. |
| Further improve school attendance, attainment and achievement, targeting the worst-performing schools | The directorate's Balanced Education System and school improvement activity will continue into 24/25. An Education Board is being established with representatives from department for Education, RC and CofE diocese, MAT CEOs, BCT, police and health partners along with C & F senior leadership team and schools which will focus initially on achievement, inclusion and attendance. The directorate is also pursuing a different approach to school improvement and putting in place a BCC school improvement structure. |
| Evaluate delivery of the Cost-of-Living Emergency Response Programme, to emerge lessons learnt and to develop options for longer term actions. | Expected delivery now end of summer 2024. |
| Raise the cultural profile and ambition of the City including developing a new cultural strategy and culture compact (partnerships to support the local cultural sector). Delivery delayed due to spend controls. | The Strategy is due to be delivered by August 2024. |
| Design and develop an approach to a 'Big Conversation' for Birmingham was paused. | Work is being revived as part of Shaping Birmingham's Future Together which will continue throughout 2024-25 alongside the delivery of the Improvement and Recovery Plan and refresh of the Corporate Plan. |
| Everyone's Battle, Everyone's Business: refresh the action plan of activity for 2023/24 onwards. Work has been delayed due to structure change and service transformation within the Equalities Team | Work will continue during summer 2024. |

Ambition: A Bold, Inclusive Birmingham

Quarter 4 in review – Performance Indicators

| Strong performance demonstrated | Performance Indicators that missed target or have shown persistent decline |
|--|--|
| <p>Average opens of Birmingham eBulletin have increased throughout the reporting year to the current performance of 33,000.</p> | <p>Number of ward forum meetings held by Elected Members annually. Performance overall is marginally better than the same point last year (179 meetings held in 2023-24 vs. 174 in 2022-23). However, the target of one meeting per ward each quarter has not been met. 15 wards successfully achieved the goal of holding at least one meeting per quarter, as stipulated by the Council's Constitution. This indicator will no longer be monitored corporately as it doesn't measure service performance or improvement.</p> |
| <p>Percentage of care leavers in employment, education or training on their 19th to 21st birthday. Despite a challenging year, performance has been relatively stable between 61% and 63% across the reporting year. The quarter 4 position is 62%, matching the set target and exceeding the MBC England benchmark by 11%.</p> | <p>Number of ward plans updated or completed by Elected Members in the year. Performance overall is better this quarter than at the same point last year (49 vs. 29 in 2022-23) but falls 20 short of the target. 17 plans are still in progress. This indicator will no longer be monitored corporately as it doesn't measure service performance.</p> |
| | <p>Percentage of new Education Healthcare plans issued within 20 weeks, excluding exceptions. There has been a steady decline in performance over the course of the year, with results of 68% against a target of 65% at the start of the year deteriorating to 57% at the end of the year (against an adjusted target of 60%). Performance is still well above national which is 49%. Commentary suggests performance has been impacted by the sufficiency of appropriate specialist places and delays because of a strike by educational psychologists. During 24/25 this indicator will continue to be monitored corporately in addition to monitoring through the SEND Improvement Board.</p> |
| | <p>Number of community organisations developing and submitting crowdfunding and CIL (local element) small grants projects. The year-end target of 80 was missed, with just 3 projects being progressed. The service commentary suggests that the financial context and spend control processes have impacted delivery against this indicator. This indicator will not be monitored corporately during 2024-25 because spend control has impacted the availability of small grants.</p> |

| Ambition: A Well Run Council | |
|--|--|
| Quarter 4 in review – Activities | Looking ahead to 2024/25 |
| Activities due for completion during Q4 that have not been delivered | Next steps for those activities not delivered |
| Not completed | |
| Deliver commercial excellence through robust, efficient, and effective commercial governance was paused. The financial situation led to changes in priorities during 2023-24, resulting in some milestones not being fully completed. | Procurement priorities are being reviewed to reflect current financial priorities for the Council as part of the improvement and recovery plan. |
| Lead development of strategy to achieve Medium-term financial stability. Activity has progressed but not completed due to the financial challenges facing the council. | A timetable for developing the 2025-26 budget has been drafted, with activity commencing in quarter 1 2024/25 to progress this as part of the improvement and recovery plan. |
| Ensure we're an effective, well-run council by introducing a corporate approach for assessing and improving services to achieve good standards. This programme was paused and repurposed as part of the improvement and recovery plan. | The "Improve Key Citizen Services and Customer Standards" Programme will be monitored via the improvement and recovery plan milestones. |

| Ambition: A Well Run Council | |
|--|--|
| Quarter 4 in review – Performance Indicators | |
| Strong performance demonstrated | Performance Indicators that missed target or have shown persistent decline |
| Business rates collection rate. The year end target for this measure has been met (94.15%) and is better than the 22-23 performance overall. However, performance is below the MBC benchmark of 96.92% and this indicator will continue to be monitored corporately during 24-25. | Level of general fund reserves (unearmarked reserves). Performance against this measure has remained below the target of 4.50% throughout the year. The Council faces significant structural financial challenges which are being addressed as part of the 24/25 and 25/26 budget setting process. This will remain under review corporately as part of the Improvement and Recovery Plan and Organisational Health dashboard during 24-25. |
| Housing rents collection rate. Having started the year with £18.1m arrears, the service collected an extra £2.7m over the yearly debit (£275m) which is the biggest reduction in over 12 years. The target of 96.8% was exceeded and reached 98.34%. | Staff absence: (a) Short-term absence rate. No target for this measure, but performance has declined throughout the reporting year, from 0.96% in Q1 to 1.26% in Q4. Absence rates will continue to be monitored and reported corporately during 24-25. |
| Complaints received per 1000 residents. No targets set for this measure, but performance has improved from 1.7 in Q1 to | Percentage of customer/citizen complaints responded to within SLA. Performance has remained below target (90%) throughout 23-24, although |

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| <p>1.3 in Q4, against a benchmark of 2.0.</p> | <p>performance did improve between Q3 and Q4. Complaints will continue to be monitored and reported corporately during 24-25.</p> |
| | <p>Number of customers registering satisfaction with the Council (contact centre survey). Performance has remained below target (64%) throughout 23-24. Whilst satisfaction is low, the contact centre generally does everything it can to resolve the issue for the citizen as evidenced by an “agent willingness” score of 82%. Customer satisfaction will continue to be monitored and reported corporately during 24-25. Overall, our focus should be on preventing complaints, through improving services.</p> |
| | <p>Council tax collection rate is broadly static at 90.91% when comparing the year end position for 23/24 against 22/23. However, performance is both below target (92.75%) and the MBC benchmark (94.09%). The service has a plan for improvement and this measure will continue to be reported corporately during 24-25.</p> |

7 Options considered and Recommended Proposal

7.1 This report is a performance update. The recommended action is provided in paragraph 2.1.

8 Consultation

8.1 Cabinet Members, Corporate Leadership Team and directorate staff have been involved in discussions around performance against the performance and delivery plan actions and key performance indicators and providing the updates contained within this report and appendices.

9 Risk Management

9.1 This report provides progress against the council's strategic ambitions, and the measures in place to achieve them, and allows for CLT and Cabinet to consider progress against the Council's Corporate Plan priorities.

10 Compliance Issues

10.1 The Corporate Plan 2022-2026 provides a statement of Be Bold ambitions and key priorities to be used to develop the Council's policies, plans and strategies.

11 Legal Implications

11.1 There are no direct legal implications arising from this report.

12 Financial Implications

12.1 There are no direct financial implications arising from this report. The activity listed is planned activity and delivery commitments from current plans and strategies. Given the current financial context, a number of these milestones and commitments have not been delivered as highlighted in detail in section 6.

13 Procurement Implications (if required)

13.1 There are no direct Procurement implications arising from this report.

14 Human Resources Implications (if required)

14.1 There are no direct Human Resources implications arising from this report.

15 Public Sector Equality Duty

15.1 The Corporate Plan 2022-26 sets out the Council's intent to act to address the many challenges the city of Birmingham faces, such as higher than average levels of employment, homelessness, and child poverty.

16 Appendices

Appendix A: Changes and corrections.

Appendix B.1: Ambition Summaries.

Appendix B.2: Performance against key performance indicators.

Appendix C.1: Performance against delivery milestones.

Appendix C.2: Delivery Milestones rated red.

Appendix D: Refreshed corporate performance indicator (PI) list for 2024-25.

17 Background Documents

Corporate Plan 2022-2026 (Full City Council 11th October 2022)

Performance and Delivery report to cabinet-Q1 and Q2 2022/23 (13th December 2022)

Performance and Delivery report to cabinet-Q3 2022/23 (21st March 2023)

Corporate Performance and Delivery Plan 2023/24 (Cabinet 27th June 2023)

Performance and Delivery report to cabinet-Q4 2022/23 (27th June 2023)

Performance and Delivery report to cabinet-Q1 2023/24 (5th September 2023)

Performance and Delivery report to cabinet-Q2 2023/24 (12th December 2023)

Performance and Delivery report to cabinet-Q3 2023/24 (19th March 2024)

Appendix A: Changes and corrections

Some minor changes and variations have been made to the original delivery milestones and KPIs within the Corporate Performance and Delivery Plan since the last report and approved by the relevant portfolio holder.

A1. Delivery milestones

| Ref. No. | Delivery milestone description | Reason for change | Lead Directorate | Lead Portfolio | Date of change |
|----------|--|--|------------------|------------------------|----------------|
| 23_20.3 | "Progress Urban Forest Accelerator pilot". | Activity reframed for clarity and to what's reported in this fiscal year. | PPS | Environment | 24/03/2024 |
| 23_6.3 | Tenant Participatory Advisory Service | Milestone b) Create a Resident and Community Influencing Strategy -delivery date rebased from Mar 24 to Sept 24. | CH | Housing & Homelessness | |

A2. KPI's

| Ref No. | KPI description | Reason for change | Lead Directorate | Lead Portfolio | Date of change |
|-------------------------|--|--|------------------|----------------|----------------|
| CO_CP_25 | Percentage of offensive/racist graffiti incidents cleared within SLA by street cleansing | Results updated due to robust data quality assurance | CO | Neighbourhoods | 05/01/24 |
| CM_OH_14b and CM_OH_14a | Sickness absence (short and long term) | Results for Q1 & Q2 updated due to robust data quality assurance. | CMD | SJCS &E | 02/01/24 |
| CF_VS_03 | Percentage of new Education Health Care Plans (EHCPs) issued within 20 weeks, excluding exceptions | Target adjusted - confirmed target is 60% to align with SEND Improvement Board | C&F | CYP&F | 04/01/24 |

Notes:

- 'Best in Class' ambition has been replaced by "Becoming a well-run Council".



Appendices B-C

B.1 Ambition Summaries

B.2 Performance against Key Performance Indicators

C.1 Performance against Delivery Milestones

C.2 Delivery Milestones Rated Red



Appendix B.1: Ambition Summaries

A Bold Prosperous Birmingham

1. Supporting inclusive economic growth

Key Performance Indicators

| Measure | Target | Result | DoT | RAG |
|--|--------|--------|-------|-----|
| PPS_CP_01 - The number of jobs created through the Business Growth Programme | 105 | 65 | Worse | R |

Delivery Milestones

| Milestone | Delivery Date | BRAG |
|---|---------------|------|
| 23_1.1 - East Birmingham Inclusive Growth Programme - continue to implement phase 1 | May 2024 | B |
| 23_1.2 - Progress Bordesley Park Area Action Plan | December 2024 | B |
| 23_1.3 - Embed the Birmingham Anchor Network Memorandum of Understanding building on the shared commitment of members to work together to create a more inclusive economy in Birmingham | March 2024 | R |
| 23_1.4 - Further harness and develop Birmingham's Council's Charter for Social Responsibility to leverage BCC procurement | March 2024 | B |
| 23_1.5 - Deliver the Living Wage Action Plan | March 2024 | R |
| 23_1.6 - Extend the Cost of Living Programme to include elements of inclusive growth and innovate, incubate, accelerate and mainstream activity across the council | March 2024 | B |

2. Tackle unemployment

Key Performance Indicators

| Measure | Target | Result | DoT | RAG |
|---|--------|--------|----------|-----|
| CF_CP_28 - Percentage of 16- and 17- year olds that are Not in or Not Known status, in terms of Education, Employment or Training | 6.00% | 5.80% | Improved | G |
| CF_CP_30 - Percentage of 16- and 17- year olds that are participating in Education, Employment or Training | 94.00% | 94.20% | Static | G |

Delivery Milestones

| Milestone | Delivery Date | BRAG |
|---|---------------|------|
| 23_2.1 - Continue to develop and deliver PURE employment activities to inactive vulnerable adults who have complex and multifaceted needs to enable them to get closer and into the labour market | March 2024 | B |
| 23_2.2 - Implement the Breaking Down Barriers Report (employment support) | March 2024 | R |



3. Attract inward investment and infrastructure

Key Performance Indicators

| Measure | Target | Result | DoT | RAG |
|--|----------|----------|--------|-----|
| PPS_CP_02 - Public sector investment in the Enterprise Zone | 1000000 | 300000 | Worse | R |
| PPS_CP_06 - Private sector investment in the Enterprise Zone | 47000000 | 42100000 | Static | A |

Delivery Milestones

| Milestone | Delivery Date | BRAG |
|---|---------------|------|
| 23_3.1 - Adopt Our Future City Central Birmingham Framework and progress delivery of key actions for delivering the city's growth needs | November 2023 | B |
| 23_3.10 - Continued implementation (where appropriate and meeting sufficient return parameters) of the City Centre Enterprise Zone d) Southside Public Realm - Full Business Case approved | October 2023 | B |
| 23_3.11 - Continued implementation (where appropriate and meeting sufficient return parameters) of the City Centre Enterprise Zone e) Martineau Galleries - Outline Business Case approved | November 2023 | R |
| 23_3.12 - Continued implementation (where appropriate and meeting sufficient return parameters) of the City Centre Enterprise Zone f) Digbeth High Street - metro works complete | January 2024 | B |
| 23_3.13 - Continued implementation (where appropriate and meeting sufficient return parameters) of the City Centre Enterprise Zone g) Curzon Metro Stop - Stage 2 contract awarded | May 2023 | R |

| Milestone | Delivery Date | BRAG |
|---|---------------|------|
| 23_3.14 - Continued implementation (where appropriate and meeting sufficient return parameters) of the City Centre Enterprise Zone h) Snow Hill - Public Realm project phase 3a works commence | February 2024 | R |
| 23_3.15 - Progress Birmingham Development Plan Review | May 2024 | R |
| 23_3.16 - Progress City Region Sustainable Transport Settlement (CRSTS) projects | March 2024 | B |
| 23_3.2 - Progress regeneration programmes: a) Birmingham Smithfield | March 2024 | R |
| 23_3.3 - Progress regeneration programmes: b) Paradise | March 2024 | B |
| 23_3.4 - Progress regeneration programmes: c) Peddimore | March 2024 | B |
| 23_3.5 - Progress regeneration programmes: d) Rea Valley Urban Quarter | March 2024 | B |
| 23_3.6 - Progress investment programme linked to HS2 | July 2024 | B |
| 23_3.7 - Continued implementation of the City Centre Enterprise Zone a) HS2 Curzon station - appoint stage 2 contractor for enhanced public realm | August 2023 | B |
| 23_3.8 - Continued implementation of the City Centre Enterprise Zone b) Digbeth High Street - complete public realm section 5 handover | December 2023 | B |
| 23_3.9 - Continued implementation of the City Centre Enterprise Zone c) Moor Street Queensway - Outline business case submitted | February 2024 | R |



4. Maximise the benefits of the Commonwealth Games

Delivery Milestones

| Milestone | Delivery Date | BRAG |
|---|---------------|------|
| 23_4.1 - An annual Birmingham Festival that will be a meaningful legacy from the Commonwealth Games | March 2024 | B |
| 23_4.2 - Position Birmingham as a world renowned major event hosting city | March 2024 | B |
| 23_4.3 - Progress regeneration of Perry Barr to delivery homes, jobs and Social Vlaue opportunities to benefit local people | March 2024 | R |



5. Tackle poverty and inequalities

Key Performance Indicators

| Measure | Target | Result | DoT | RAG |
|--|----------|----------|-------|-------------------|
| CO_CP_01 - Maximising income for citizens: a) total additional income achieved for citizens from benefits / charitable sources by the Neighbourhood Advice and Information Service | 12000000 | 19921702 | Worse | G |
| CO_CP_02 - Total no. of people supported to achieve the KPI "Maximising income for citizens: a) total additional income achieved for citizens from benefits / charitable sources by the Neighbourhood Advice and Information Service" | N/A | 21737 | Worse | No Target - Worse |
| CO_CP_03 - Maximising income for citizens: b) total additional income achieved for citizens from benefits / charitable sources by third sector advice providers contracted by the Council | 5000000 | 4997458 | Worse | A |
| CO_CP_04 - Total no. of people supported to achieve KPI "Maximising income for citizens: b) total additional income achieved for citizens from benefits / charitable sources by third sector advice providers contracted by the Council" | N/A | 4781 | Worse | No Target - Worse |

Delivery Milestones

| Milestone | Delivery Date | BRAG |
|--|---------------|------|
| 23_5.1 - Integrate the current Financial Inclusion Partnership and strategy into the Cost of Living Programme and deliver objectives set out in the Housing Strategy relating to financial Inclusion | March 2024 | B |
| 23_5.2 - Evaluate delivery of the Cost-of-Living Emergency Response Programme | March 2024 | R |
| 23_5.3 - Progress delivery of the Digital Inclusion Strategy | March 2024 | B |
| 23_5.4 - Introduction of private rented sector licensing schemes that seek to tackle deprivation and crime in 25 wards | March 2024 | B |



6. Empower citizens and enable the citizen voice

Key Performance Indicators

| Measure | Target | Result | DoT | RAG |
|---|--------|--------|----------|-----|
| CO_CP_05 - Number of ward forum meetings held by Elected Members annually | 276 | 179 | Improved | R |
| CO_CP_06 - Number of ward plans updated or completed by Elected Members in the year | 69 | 49 | Improved | R |
| CO_CP_07 - Number of community organisations developing and submitting crowdfunding and CIL (local element) small grants projects | 80 | 3 | Worse | R |
| SEP_CP_04 - Average opens of Birmingham eBulletin | 23712 | 32555 | Improved | G |
| SEP_CP_05 - Total number of followers of the corporate social media accounts | 318887 | 316819 | Improved | A |

Delivery Milestones

| Milestone | Delivery Date | BRAG |
|--|----------------|------|
| 23_6.1 - Design and develop an approach to a 'Big Conversation' for Birmingham, including qualitative and quantitative surveys and engagement activities | March 2024 | R |
| 23_6.2 - Improve capacity in neighbourhoods | March 2024 | B |
| 23_6.3 - Re-engineer our approach to tenant engagement | September 2024 | B |

| Milestone | Delivery Date | BRAG |
|---|---------------|------|
| 23_6.4 - Enable more people with a learning disability and/or autistic people to ... get the support they need to live healthy, safe and ordinary lives | March 2024 | B |
| 23_6.5 - Progressing and developing the Council's cross-directorate "Working Together in Birmingham's Neighbourhoods" policy | March 2024 | B |

7. Promote and champion diversity, civic pride and culture

Delivery Milestones

| Milestone | Delivery Date | BRAG |
|---|---------------|------|
| 23_7.1 - Raise the cultural profile and ambition of the City | March 2024 | R |
| 23_7.2 - Everyone's Battle, Everyone's Business: plan and deliver programme of cultural, faith and other key significant events to build community cohesion | March 2024 | B |
| 23_7.3 - Commission a range of cultural engagement projects | March 2024 | B |
| 23_7.4 - Everyone's Battle, Everyone's Business: refresh the action plan of activity for 2023/24 onwards | March 2024 | R |
| 23_7.5 - Complete refresh of the Heritage Strategy | December 2023 | R |



8. Support and enable all children and young people to thrive

Key Performance Indicators

| Measure | Target | Result | DoT | RAG |
|---|--------|--------|----------|-------------------|
| CF_CP_01a - Percentage of care leavers in employment, education or training (EET) on their 19th to 21st birthday | 62.00% | 62.00% | Static | G |
| CF_CP_02 - Care leavers in suitable accommodation aged 19, 20 or 21 | 95.00% | 93.00% | Improved | A |
| CF_CP_11 - Early Years Entitlement: Percentage of 2-year-olds accessing Early Education Entitlement (EEE) | 76.00% | 67.00% | Worse | R |
| CF_CP_12 - Early Years Entitlement: Percentage of 3 and 4-year-olds accessing 15 hours Early Education Entitlement (EEE) | 96.00% | 92.00% | Static | A |
| CF_CP_14 - Number of children and young people (aged 5-16) with an EHCP awaiting specialist placements for more than 12 weeks | N/A | 186 | Worse | No Target - Worse |
| CF_CP_15 - Absence Rate: Primary | N/A | 8.00% | Worse | No Target - Worse |
| CF_CP_16 - Absence Rate: Secondary | N/A | 9.00% | Worse | No Target - Worse |
| CF_CP_23 - Primary school exclusion rate | N/A | NYD | N/A | NYD |
| CF_CP_24 - Secondary school exclusions rate | N/A | NYD | N/A | NYD |
| CF_CP_27 - Special School Exclusion rate | N/A | NYD | N/A | NYD |

| Measure | Target | Result | DoT | RAG |
|---|--------|--------|--------|--------------------|
| CF_CP_29 - Number of students we provide transport for | N/A | 5022 | Static | No Target - Static |
| CF_VS_03 - Percentage of new Education Health Care (EHC) plans issued within 20 weeks, excluding exceptions | 60.00% | 57.00% | Worse | A |

Delivery Milestones

| Milestone | Delivery Date | BRAG |
|---|---------------|------|
| 23_8.1 - Widen access to Early Education Entitlement (EEE) and improve Early Years multiagency arrangements with health colleagues | March 2024 | R |
| 23_8.2 - Transform and improve services for children with Special Educational Needs and Disabilities (SEND) | March 2024 | B |
| 23_8.3 - Further develop the Children and Young Persons' Travel Service | March 2024 | B |
| 23_8.4 - Commission the Healthy Child Programme (HCP), taking into account the developing Family Hubs Model, in order to achieve the best outcomes for children and young people 0-19 | March 2024 | B |
| 23_8.5 - Through the Healthy Child Programme ensure together with the developing Family Hubs Model we increase breastfeeding rates across the City | March 2024 | B |
| 23_8.6 - Further improve school attendance, attainment and achievement | March 2024 | R |
| 23_8.7 - Take forward the Change for Children and Young People Plan | March 2024 | B |
| 23_8.8 - Further develop the school place sufficiency strategy | March 2024 | B |



9. Make the city safer

Key Performance Indicators

| Measure | Target | Result | DoT | RAG |
|--|--------|--------|----------|----------------------|
| CO_CP_12 - Number of Anti-Social Behaviour incidents reported to the Council | N/A | 5177 | Improved | No Target - Improved |
| CO_CP_14 - Number of hate crimes reported to the Council | N/A | 163 | Static | No Target - Static |
| CO_CP_15 - Percentage of Streetlight In-Light repairs carried out within service standard (time) | 95.00% | 97.87% | Static | G |
| CO_CP_16 - Percentage of Category 1 road defects and urgent faults that are attended to and made safe within 2 hours | 99.00% | 97.95% | Static | A |
| CO_CP_27 - Percentage of Community Safety 'front door' enquiries closed within 28 days | 75.00% | 89.00% | N/A | G |
| CO_CP_28 - Number of Anti Social Behaviour Case Reviews received | 14 | 13 | Worse | G |

Delivery Milestones

| Milestone | Delivery Date | BRAG |
|--|---------------|------|
| 23_9.1 - Work with neighbourhoods, communities and partners to improve community safety by refreshing Council's Anti Social Behaviour Policy | December 2023 | B |
| 23_9.2 - Implement the requirements of the Serious Violence Duty | March 2024 | B |

| Milestone | Delivery Date | BRAG |
|--|---------------|------|
| 23_9.5 - Expand delivery of Knife Crime Reduction Programme | March 2024 | B |
| 23_9.4 - Work in partnership with schools and DfE to deliver and evaluate a 3-year SAFE (Support, Attend, Fulfil, Achieve) project | March 2024 | B |
| 23_9.3 - Update Road Safety Strategy | June 2024 | B |

10. Protect and safeguard vulnerable citizens

Key Performance Indicators

| Measure | Target | Result | DoT | RAG |
|--|--------|--------|----------|-----|
| ASC_CP_02 - Total no. of domestic abuse victims supported through the Part 4 new statutory duty | 1650 | 2284 | Worse | G |
| ASC_CP_04 - Proportion of Adult Social Care clients reviewed, reassessed or assessed within 12 months | 85.00% | 72.60% | Worse | R |
| ASC_CP_05 - Percentage of concluded Adult Social Care Safeguarding enquiries where the desired outcomes were met | 85.00% | 90.00% | Worse | G |
| CF_CP_07 - BCT Measure: Percentage of children who become the subject of a Child Protection plan for a second or subsequent time within the last 2 years | 14.00% | 11.00% | Improved | G |
| CF_CP_26 - BCT Measure: Percentage of children in care experiencing three or more moves within a year | 9.00% | 7.00% | Static | G |
| CF_VS_19 - BCT Measure: Re-referral Rate | 22.00% | 23.00% | Improved | A |
| CF_VS_20 - BCT Measure: Average social worker caseload | 17 | 18 | Static | A |



Delivery Milestones

| Milestone | Delivery Date | BRAG |
|---|---------------|------|
| 23_10.1 - Strengthen approaches to identify, recognise and respond to the vulnerability of specific groups of children and young people | December 2023 | B |
| 23_10.2 - Review and develop a new Domestic Abuse Prevention Strategy | March 2024 | R |
| 23_10.3 - Develop a Violence Against Women and Girls Strategy and strengthen the link to existing Domestic Abuse Prevention Strategy | March 2024 | B |
| 23_10.4 - Ensure the effective implementation of the Hate Crime Strategy | December 2023 | B |

11. Increase affordable, safe, green housing

Key Performance Indicators

| Measure | Target | Result | DoT | RAG |
|---|--------|--------|----------|-----|
| CH_CP_02 - Percentage of Council housing routine repairs completed within 30 days | 92.60% | 94.95% | Static | G |
| CO_CP_17 - Number of properties improved in the Private Rented Sector as a result of Local Authority intervention | 350 | 413 | Improved | G |
| CO_CP_18 - Private sector empty properties brought back into use | 350 | 369 | Improved | G |
| PPS_CP_07 - Number of homes built that are affordable | 10773 | 4971 | Improved | R |

| Measure | Target | Result | DoT | RAG |
|---|--------|--------|----------|-----|
| PPS_CP_10 - Number of new homes completed in the city across all tenures | 28350 | 32412 | Improved | G |
| PPS_CP_11 - Number of affordable homes reaching Practical Completion through the Birmingham Municipal Housing Trust's direct delivery programme | 96 | 87 | Worse | A |

Delivery Milestones

| Milestone | Delivery Date | BRAG |
|---|---------------|------|
| 23_11.1 - Accelerate the delivery of affordable housing | August 2023 | B |
| 23_11.10 - Implement an Asset Management approach to guide how we invest in and look after our housing stock | March 2024 | B |
| 23_11.11 - Work with partner agencies and utilise appropriate powers as necessary to ensure the risk from unsafe cladding on private high rise residential buildings is removed | March 2024 | B |
| 23_11.2 - Continue to progress key housing development and regeneration projects: a) Ladywood Estate | March 2024 | R |
| 23_11.3 - Continue to progress key housing development and regeneration projects: b) Yardley Brook | March 2024 | R |
| 23_11.4 - Continue to progress key housing development and regeneration projects: c) Langley Sustainable Urban Extension (SUE) | March 2024 | R |
| 23_11.5 - Continue to progress key housing development and regeneration projects: d) Druids Heath | March 2024 | R |



| Milestone | Delivery Date | BRAG |
|---|---------------|------|
| 23_11.6 - Continue to progress key housing development and regeneration projects: e) Pool Farm Place | March 2024 | R |
| 23_11.7 - Complete the 300 home retrofit pilot in East Birmingham | March 2024 | R |
| 23_11.8 - Delivery of Housing Strategy Delivery Plan priorities | March 2024 | B |
| 23_11.9 - Embed compliance board to oversee delivery of a robust action plan that ensures the service is compliant against statutory requirements | March 2024 | B |

12. Tackle homelessness

Key Performance Indicators

| Measure | Target | Result | DoT | RAG |
|--|--------|--------|----------|-----|
| CH_CP_03 - Households where homelessness is prevented | 53.00% | 63.24% | Improved | G |
| CH_CP_07 - Total numbers of families in Bed and Breakfast over 6 weeks | 207 | 451 | Worse | R |

Delivery Milestones

| Milestone | Delivery Date | BRAG |
|---|---------------|------|
| 23_12.1 - Implementing a comprehensive Temporary Accommodation Strategy to ensure families do not remain in B&B longer than 6 weeks | March 2024 | R |
| 23_12.2 - Ensuring our services are prevention focused, investing in keeping people in their homes, and moving away from reactive, crisis driven service delivery | March 2024 | B |
| 23_12.3 - Addressing rough sleeping including through the pilot work with the Centre for Homelessness Impact so that rough sleeping is prevented, rare, brief and non-recurring | March 2024 | B |
| 23_12.4 - Review and update the Homelessness Prevention Strategy and Rough Sleeping Addendum | March 2024 | B |
| 23_12.5 - A continued focus on supported Exempt Accommodation (unregulated supported provision managed by private landlords) | March 2024 | B |
| 23_12.6 - Utilise appropriate powers to ensure that tenants are protected from illegal eviction and harassment | March 2024 | B |



13. Tackle health inequalities

Key Performance Indicators

| Measure | Target | Result | DoT | RAG |
|---|--------|--------|----------|-----|
| CF_CP_17 - Number of individual children attending the Holiday Activities and Food programme | 13195 | 12343 | Worse | A |
| SEP_CP_01 - Proportion of children aged 2-2½yrs receiving ASQ-3 as part of the Healthy Child Programme or integrated review | 85.00% | 97.00% | Static | G |
| SEP_CP_02a - The number of NHS Health Checks offered by the total eligible population in the quarter | 14283 | 19225 | Improved | G |
| SEP_CP_02b - The percentage of NHS Health Checks offered by the total eligible population in the quarter | 5.00% | 6.70% | Improved | G |
| SEP_CP_02c - The number of NHS Health Checks received by the total eligible population in the quarter | 7141.5 | 8491 | Improved | G |
| SEP_CP_02d - The percentage of NHS Health Checks received by the total eligible population in the quarter | 2.50% | 3.00% | Improved | G |

Delivery Milestones

| Milestone | Delivery Date | BRAG |
|--|---------------|------|
| 23_13.1 - Production of public health reports: a) Joint Strategic Needs Assessment | December 2023 | B |
| 23_13.2 - Production of public health reports: b) The Annual Director of Public Health report | March 2024 | B |

| Milestone | Delivery Date | BRAG |
|--|---------------|------|
| 23_13.3 - Production of public health reports: c) Community Health profiles | March 2024 | B |
| 23_13.4 - Production of public health reports: d) Health needs assessments | March 2024 | R |
| 23_13.5 - Implement learning from the Birmingham and Lewisham African Health Inequalities Review (BLACHIR) | March 2024 | B |
| 23_13.6 - Recommission the uptake of Tier 2 Adult Weight Management Services in targeted disability groups | December 2023 | B |

14. Encourage and enable physical activity and healthy living

Key Performance Indicators

| Measure | Target | Result | DoT | RAG |
|--|--------|--------|----------|--------------------|
| CO_CP_19 - Number of physical activity interventions delivered by The Active Wellbeing Society (TAWS) across various programmes including Active Parks, Active Streets, the Run Project and Virtual Activities | N/A | 1109 | Static | No Target - Static |
| CO_CP_20 - Number of children and adult visits utilising the Be Active free leisure offer across all Birmingham Wellbeing and Leisure Centres | 219000 | 318729 | Improved | G |



Delivery Milestones

| Milestone | Delivery Date | BRAG |
|---|----------------|------|
| 23_14.1 - Deliver a Sport Strategy that recognises diversity and provides inclusive opportunities for all residents to become more active | March 2024 | R |
| 23_14.2 - Establish and deliver an updated service specification for Be Active and Be Active + | September 2023 | B |
| 23_14.3 - Production and agreement of a multi agency Physical Activity (PA) Strategy | December 2023 | B |
| 23_14.4 - Deliver a city-wide healthy eating campaign targeting food businesses, schools and families | March 2024 | B |

15. Champion mental health

Delivery Milestones

| Milestone | Delivery Date | BRAG |
|--|---------------|------|
| 23_15.1 - Implement legislative changes arising from the reform of the Mental Health Act | March 2024 | B |
| 23_15.2 - Review and update the suicide prevention action plan | February 2024 | R |
| 23_15.3 - Support schools to address concerns around pupils' emotional wellbeing and mental health | March 2024 | B |

16. Improve outcomes for adults with disabilities and older people

Key Performance Indicators

| Measure | Target | Result | DoT | RAG |
|--|--------|--------|--------|--------------------|
| ASC_CP_06 - The percentage of people who receive Adult Social Care in their own home | N/A | 71.00% | Static | No Target - Static |
| ASC_CP_07 - Percentage/Proportion of clients discharged into Pathway 0 & Pathway 1 | 95.00% | 98.00% | Static | G |

Delivery Milestones

| Milestone | Delivery Date | BRAG |
|---|---------------|------|
| 23_16.1 - Work together in the community to better manage ongoing and long-term conditions and to reduce the risk of citizens experiencing health and care crises | June 2024 | B |
| 23_16.2 - Intervene earlier and differently by supporting young people entering adulthood to be physically and emotionally resilient | December 2023 | B |
| 23_16.3 - Implement activity identified from the co-produced review of Day Opportunity Services | March 2024 | R |
| 23_16.4 - Implement shared lives improvement programme | March 2024 | B |
| 23_16.5 - Work with partners to implement the joint Dementia Strategy 2022-2027 | March 2024 | B |
| 23_16.6 - Continue to prepare for Adult Social Care Reform | March 2024 | B |



17. Improve street cleanliness

Key Performance Indicators

| Measure | Target | Result | DoT | RAG |
|---|---------|--------|----------|-----|
| CO_CP_21a - Reported missed collections per 100k collections scheduled | 126 | 161 | Improved | A |
| CO_CP_22 - Level of street cleanliness as assessed by the Land Audit Management System (LAMS) | 85.00% | 85.54% | Static | G |
| CO_CP_23 - Recycling, Reuse, and Green Waste (both with and without bottom ash) | 40.00% | 37.81% | Worse | R |
| CO_CP_24 - Percentage of waste presented to landfill | 8.20% | 4.98% | Worse | G |
| CO_CP_25 - Percentage of offensive/racist graffiti incidents cleared within SLA by Street Cleansing | 100.00% | 7.40% | Worse | R |
| CO_CP_26 - Actual missed collections | N/A | NYD | N/A | NYD |

Delivery Milestones

| Milestone | Delivery Date | BRAG |
|--|---------------|------|
| 23_17.1 - Continue to promote and support Love Your Environment events to deliver cleaner streets | March 2024 | R |
| 23_17.2 - Develop an environmental education programme for the City that can be presented to all schools in the City | March 2024 | B |
| 23_17.3 - Continue to improve the perception and performance of waste collections | March 2024 | R |
| 23_17.4 - Progress initiatives to improve the cleanliness of the city including fly tipping and graffiti crews, Grime Watch and targeted waste enforcement | March 2024 | B |

18. Improve air quality

Key Performance Indicators

| Measure | Target | Result | DoT | RAG |
|---|--------|--------|--------|-----|
| PPS_CP_05 - Percentage increase in the number of trips taken by bicycle per annum | 2.00% | 0.26% | Worse | R |
| PPS_CP_08 - Percentage of vehicles (passenger car - M1) entering Clean Air Zone that meet the emissions standards of the zone | 96.00% | 95.10% | Static | A |

Delivery Milestones

| Milestone | Delivery Date | BRAG |
|---|---------------|------|
| 23_18.1 - Deliver the Council's Clean Air Strategy | March 2024 | R |
| 23_18.2 - Support the strategic air quality objectives through the utilisation of environmental protection powers to improve air quality | March 2024 | R |
| 23_18.3 - Progress master-planning study at Perry Park and preparing a business case to support its enhancement into a sustainable destination park | March 2024 | R |



A Bold **Green** Birmingham

19. Continue on the Route to Net Zero

Delivery Milestones

| Milestone | Delivery Date | BRAG |
|---|---------------|------|
| 23_19.1 - Continue to deliver the Route to Zero Programme comprising a portfolio of short-, medium- and long-term projects designed to reduce carbon emissions | March 2024 | B |
| 23_19.2 - Finalise scope and commence delivery of a climate change strategy | March 2024 | B |
| 23_19.3 - Develop future waste strategy to develop a shared vision for the City's waste post 2034 | March 2024 | B |
| 23_19.4 - Further develop Birmingham District Energy Company decarbonisation road map | March 2024 | R |
| 23_19.5 - Birmingham Transport Plan delivery | March 2024 | R |
| 23_19.6 - Work with City Housing and Housing Development on a city-wide delivery and funding plan to improve the energy performance and decarbonisation of existing and new housing | March 2024 | B |
| 23_19.7 - Launch an engagement and behaviour change strategy | March 2024 | B |

20. Be a City of Nature

Delivery Milestones

| Milestone | Delivery Date | BRAG |
|---|---------------|------|
| 23_20.1 - Review the current provision in our Parks and Open spaces by supporting Partners to submit bid applications to achieve local improvements | March 2024 | B |
| 23_20.2 - Progress the City of Nature Plan | March 2024 | R |
| 23_20.3 - Progress Urban Forest Accelerator pilot | January 2024 | B |
| 23_20.4 - Progress the Urban Nature Development Programme | December 2023 | R |



Becoming a Well Run Council

21. Becoming a Well Run Council

Key Performance Indicators

| Measure | Target | Result | DoT | RAG |
|--|--------|--------|----------|----------------------|
| CM_OH_03 - Council tax collection rate | 92.75% | 90.91% | Static | A |
| CM_OH_04 - Business rates collection rate (as % of due in entire year) | 93.00% | 94.15% | Improved | G |
| CM_OH_05 - % of housing rents collected | 96.80% | 98.34% | Static | G |
| CM_OH_07 - Number of customers registering satisfaction with the Council (Contact Centre Survey) | 64.00% | 54.00% | Static | R |
| CM_OH_08 - % of customer / citizen complaints responded to within SLA | 90.00% | 81.00% | Improved | R |
| CM_OH_09 - Complaints received per 1,000 residents | N/A | 1.25 | Improved | No Target - Improved |
| CM_OH_11 - % of ombudsmen complaints upheld | N/A | 43.00% | Improved | No Target - Improved |
| CM_OH_12 - Level of borrowing (this is the amount of the Council's budget that funds debt per annum, the aim is to reduce this percentage) | 30.00% | 28.50% | Static | G |
| CM_OH_13 - Health and Safety - HSE notifiable instances | 0 | 5 | Static | R |
| CM_OH_14a - Staff Absence: (a) Short-term absence rate | N/A | 1.26% | Worse | No Target - Worse |

| Measure | Target | Result | DoT | RAG |
|---|--------|--------|----------|----------------------|
| CM_OH_14b - Staff Absence: (b) Long-term absence rate | N/A | 3.22% | Improved | No Target - Improved |
| CM_OH_15a - Proportion of top 5% per cent earners who are women | N/A | 51.38% | Static | No Target - Static |
| CM_OH_15b - Proportion of top 5% per cent earners who are from an ethnic minority | N/A | 21.06% | Static | No Target - Static |
| CM_OH_15c - Proportion of top 5% per cent earners who have a disability | N/A | 8.86% | Static | No Target - Static |
| CM_OH_16a - Level of general fund reserves (unearmarked reserves) - % | 4.50% | 4.02% | Worse | A |

Delivery Milestone

| Milestone | Delivery Date | BRAG |
|---|----------------|------|
| 23_21.1 - Deliver year 2 of the Customer Service programme | March 2024 | B |
| 23_21.10 - Deliver commercial excellence through robust, efficient, and effective commercial governance | March 2024 | R |
| 23_21.11 - Lead development of strategy to achieve Medium-term financial stability | March 2024 | R |
| 23_21.12 - Develop and deliver a communications strategy aligned to the Corporate Plan priorities | September 2023 | R |
| 23_21.2 - Ensure we're an effective, well-run council by introducing a corporate approach for assessing and improving services to achieve good standards. | March 2024 | R |



Becoming a Well Run Council

| Milestone | Delivery Date | BRAG |
|---|---------------|------|
| 23_21.3 - Delivery of the Bold People Service Plan | March 2024 | B |
| 23_21.6 - Continue the implementation of our Strategy 'Everyone's Battle, Everyone's Business' | March 2024 | B |
| 23_21.7 - Continued delivery of Workforce Race Equality actions as part of 'Everyone's Battle, Everyone's Business' | March 2024 | B |
| 23_21.8 - Drive the Council's Digital Strategy | March 2024 | B |
| 23_21.9 - Build and embed a culture of data driven decision making | March 2024 | B |





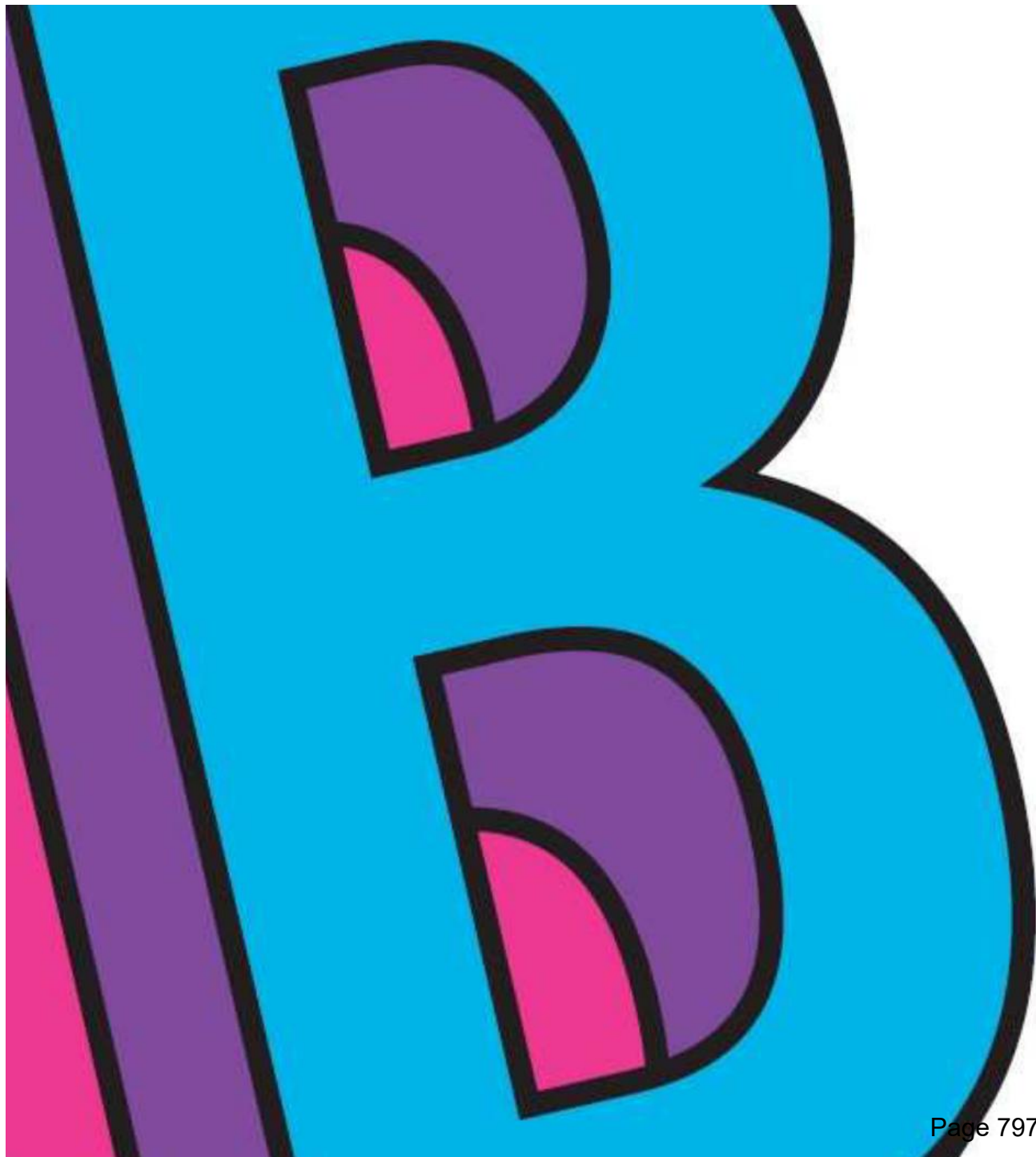
**Appendix B.1:
KPIs Rated Amber,
Red or Worse**

KPIs which are rated as Amber, Red, or Worse in this reporting cycle

| Cycle & Year | 2023-24 Report_Cycle1 | | | | 2023-24 Report_Cycle2 | | | | 2023-24 Report_Cycle3 | | | | 2023-24 Report_Cycle4 | | | |
|---|-----------------------|---------|----------|----------------------|-----------------------|---------|----------|----------------------|-----------------------|---------|----------|----------------------|-----------------------|---------|----------|-------------------|
| Measure | Target | Result | DoT | RAG | Target | Result | DoT | RAG | Target | Result | DoT | RAG | Target | Result | DoT | RAG |
| ASC_CP_04 - Proportion of Adult Social Care clients reviewed, reassessed or assessed within 12 months | 85.00% | 85.00% | Static | G | 85.00% | 83.00% | Worse | A | 85.00% | 78.50% | Worse | R | 85.00% | 72.60% | Worse | R |
| CF_CP_02 - Care leavers in suitable accommodation aged 19, 20 or 21 | 95.00% | 92.00% | Static | A | 95.00% | 91.00% | Static | A | 95.00% | 91.00% | Static | A | 95.00% | 93.00% | Improved | A |
| CF_CP_11 - Early Years Entitlement: Percentage of 2-year-olds accessing Early Education Entitlement (EEE) | 76.00% | 67.00% | Static | R | 76.00% | NYD | NYD | NYD | 76.00% | 72.00% | | A | 76.00% | 67.00% | Worse | R |
| CF_CP_12 - Early Years Entitlement: Percentage of 3 and 4-year-olds accessing 15 hours Early Education Entitlement (EEE) | 96.00% | 89.00% | Static | R | 96.00% | NYD | NYD | NYD | 96.00% | 92.00% | | A | 96.00% | 92.00% | Static | A |
| CF_CP_14 - Number of children and young people (aged 5-16) with an EHCP awaiting specialist placements for more than 12 weeks | N/A | 322 | Static | No Target - Static | N/A | 145 | Improved | No Target - Improved | N/A | 145 | Static | No Target - Static | N/A | 186 | Worse | No Target - Worse |
| CF_CP_15 - Absence Rate: Primary | N/A | NYD | N/A | NYD | N/A | NYD | N/A | NYD | N/A | NYD | N/A | NYD | N/A | 8.00% | Worse | No Target - Worse |
| CF_CP_16 - Absence Rate: Secondary | N/A | NYD | N/A | NYD | N/A | NYD | N/A | NYD | N/A | NYD | N/A | NYD | N/A | 9.00% | Worse | No Target - Worse |
| CF_CP_17 - Number of individual children attending the Holiday Activities and Food programme | 15524 | 16090 | N/A | G | 24838 | 26356 | Improved | G | N/A | NYD | N/A | NYD | 13195 | 12343 | Worse | A |
| CF_VS_03 - Percentage of new Education Health Care (EHC) plans issued within 20 weeks, excluding exceptions | 65.00% | 68.00% | Static | G | 65.00% | 65.00% | Worse | G | 65.00% | 60.00% | Worse | R | 60.00% | 57.00% | Worse | A |
| CF_VS_19 - BCT Measure: Re-referral Rate | 22.00% | 25.00% | N/A | A | 22.00% | 22.00% | Improved | G | 22.00% | 27.00% | Worse | A | 22.00% | 23.00% | Improved | A |
| CF_VS_20 - BCT Measure: Average social worker caseload | 17 | 19 | N/A | A | 17 | 18 | Improved | A | 17 | 18 | Static | A | 17 | 18 | Static | A |
| CH_CP_07 - Total numbers of families in Bed and Breakfast over 6 weeks | 567 | 533 | N/A | G | 474 | 468 | Improved | G | 363 | 442 | Improved | R | 207 | 451 | Worse | R |
| CM_OH_03 - Council tax collection rate | 28.72% | 27.22% | Improved | R | 53.73% | 51.38% | Static | A | 78.90% | 75.90% | Improved | A | 92.75% | 90.91% | Static | A |
| CM_OH_07 - Number of customers registering satisfaction with the Council (Contact Centre Survey) | 64.00% | 55.00% | Static | R | 64.00% | 53.00% | Worse | R | 64.00% | 54.67% | Improved | R | 64.00% | 54.00% | Static | R |
| CM_OH_08 - % of customer / citizen complaints responded to within SLA | 90.00% | 77.00% | Improved | R | 90.00% | 75.00% | Worse | R | 90.00% | 75.38% | Static | R | 90.00% | 81.00% | Improved | R |
| CM_OH_13 - Health and Safety - HSE notifiable instances | 0 | 4 | Improved | R | 0 | 3 | Improved | A | 0 | 5 | Worse | R | 0 | 5 | Static | R |
| CM_OH_14a - Staff Absence: (a) Short-term absence rate | N/A | 0.96% | Improved | No Target - Improved | N/A | 1.05% | Worse | No Target - Worse | N/A | 1.16% | Worse | No Target - Worse | N/A | 1.26% | Worse | No Target - Worse |
| CM_OH_16a - Level of general fund reserves (unearmarked reserves) - % | 4.50% | 4.15% | Worse | A | 4.50% | 4.15% | Worse | A | 4.50% | 4.15% | Worse | A | 4.50% | 4.02% | Worse | A |
| CO_CP_02 - Total no. of people supported to achieve the KPI "Maximising income for citizens: a) total additional income achieved for citizens from benefits / charitable sources by the Neighbourhood Advice and Information Service" | N/A | 6206 | Worse | No Target - Worse | N/A | 11948 | Worse | No Target - Improved | N/A | 16848 | Worse | No Target - Improved | N/A | 21737 | Worse | No Target - Worse |
| CO_CP_03 - Maximising income for citizens: b) total additional income achieved for citizens from benefits / charitable sources by third sector advice providers contracted by the Council | 1200000 | 1048798 | Worse | R | 2400000 | 2290844 | Worse | A | 3600000 | 3256579 | Worse | R | 5000000 | 4997458 | Worse | A |

KPIs which are rated as Amber, Red, or Worse in this reporting cycle

| Cycle & Year | 2023-24 Report_Cycle1 | | | | 2023-24 Report_Cycle2 | | | | 2023-24 Report_Cycle3 | | | | 2023-24 Report_Cycle4 | | | |
|--|-----------------------|--------|----------|-------------------|-----------------------|--------|----------|----------------------|-----------------------|--------|----------|----------------------|-----------------------|----------|----------|-------------------|
| Measure | Target | Result | DoT | RAG | Target | Result | DoT | RAG | Target | Result | DoT | RAG | Target | Result | DoT | RAG |
| CO_CP_04 - Total no. of people supported to achieve KPI "Maximising income for citizens: b) total additional income achieved for citizens from benefits / charitable sources by third sector advice providers contracted by the Council" | N/A | 1401 | Worse | No Target - Worse | N/A | 2574 | Worse | No Target - Improved | N/A | 3598 | Worse | No Target - Improved | N/A | 4781 | Worse | No Target - Worse |
| CO_CP_05 - Number of ward forum meetings held by Elected Members annually | 69 | 39 | Worse | R | 138 | 86 | Improved | R | 207 | 127 | Improved | R | 276 | 179 | Improved | R |
| CO_CP_06 - Number of ward plans updated or completed by Elected Members in the year | 69 | 29 | Worse | R | 69 | NYD | N/A | NYD | N/A | NYD | N/A | NYD | 69 | 49 | Improved | R |
| CO_CP_07 - Number of community organisations developing and submitting crowdfunding and CIL (local element) small grants projects | 80 | NYD | N/A | NYD | 80 | NYD | N/A | NYD | 80 | NYD | N/A | NYD | 80 | 3 | Worse | R |
| CO_CP_16 - Percentage of Category 1 road defects and urgent faults that are attended to and made safe within 2 hours | 99.00% | 98.30% | Static | A | 99.00% | 98.01% | Static | A | 99.00% | 98.30% | Static | A | 99.00% | 97.95% | Static | A |
| CO_CP_21a - Reported missed collections per 100k collections scheduled | 126 | 142 | N/A | A | 126 | 152 | Improved | A | 126 | 207 | Worse | R | 126 | 161 | Improved | A |
| CO_CP_23 - Recycling, Reuse, and Green Waste (both with and without bottom ash) | 41.00% | 44.81% | Improved | G | 40.00% | 39.71% | Worse | A | 40.00% | 39.48% | Worse | A | 40.00% | 37.81% | Worse | R |
| CO_CP_25 - Percentage of offensive/racist graffiti incidents cleared within SLA by Street Cleansing | 100.00% | 58.60% | Improved | R | 100.00% | 22.20% | Worse | R | 100.00% | 94.10% | Improved | A | 100.00% | 7.40% | Worse | R |
| PPS_CP_01 - The number of jobs created through the Business Growth Programme | 0 | NYD | NYD | NYD | 20 | 0 | Worse | R | 50 | 35 | Worse | R | 105 | 65 | Worse | R |
| PPS_CP_02 - Public sector investment in the Enterprise Zone | £1m | NYD | N/A | NYD | £1m | NYD | N/A | NYD | £1m | NYD | N/A | NYD | 1000000 | 300000 | Worse | R |
| PPS_CP_05 - Percentage increase in the number of trips taken by bicycle per annum | 2.00% | NYD | N/A | NYD | 2.00% | NYD | N/A | NYD | 2.00% | NYD | N/A | NYD | 2.00% | 0.26% | Worse | R |
| PPS_CP_06 - Private sector investment in the Enterprise Zone | £47m | NYD | N/A | NYD | £47m | NYD | N/A | NYD | £47m | NYD | N/A | NYD | 47000000 | 42100000 | Static | A |
| PPS_CP_07 - Number of homes built that are affordable | 10773 | NYD | N/A | NYD | 10773 | NYD | N/A | NYD | 10773 | NYD | N/A | NYD | 10773 | 4971 | Improved | R |
| PPS_CP_08 - Percentage of vehicles (passenger car - M1) entering Clean Air Zone that meet the emissions standards of the zone | 94.50% | 93.84% | Static | A | 95.00% | 94.40% | Static | A | 95.50% | 94.50% | Static | A | 96.00% | 95.10% | Static | A |
| PPS_CP_11 - Number of affordable homes reaching Practical Completion through the Birmingham Municipal Housing Trust's direct delivery programme | 96 | NYD | N/A | NYD | 96 | NYD | N/A | NYD | 96 | NYD | N/A | NYD | 96 | 87 | Worse | A |
| SEP_CP_05 - Total number of followers of the corporate social media accounts | 297144 | 297471 | Improved | G | 304392 | 304630 | Improved | G | 311639 | 309507 | Static | A | 318887 | 316819 | Improved | A |



Appendix B.2: Performance against Key Performance Indicators

A Bold Prosperous Birmingham

Measure: PPS_CP_01 - The number of jobs created through the Business Growth Programme

Portfolio: Leader

Directorate: Place, Prosperity & Sustainability

Latest Summary:

| Pref. DoT | Target | Result | DoT | RAG Status |
|-----------|--------|--------|-------|------------|
| ▲ | 105 | 65 | Worse | R |

PPS_CP_01 - The number of jobs created through the Business Growth Programme



Commentary

The direction of travel relates to the same quarter in the previous year. A further 35 new jobs have been logged in Q4, bringing the total to 65. Although the creation of the new jobs has been slower than the profile suggested, the delay being with the reporting of the jobs rather than any issue with creating them. The outstanding jobs from 2023/24 will be logged by Q1 24/25. We are confident that the target for 23/24 will be achieved or exceeded.

A Bold Prosperous Birmingham

Measure: CF_CP_30 - Percentage of 16- and 17- year olds that are participating in Education, Employment or Training

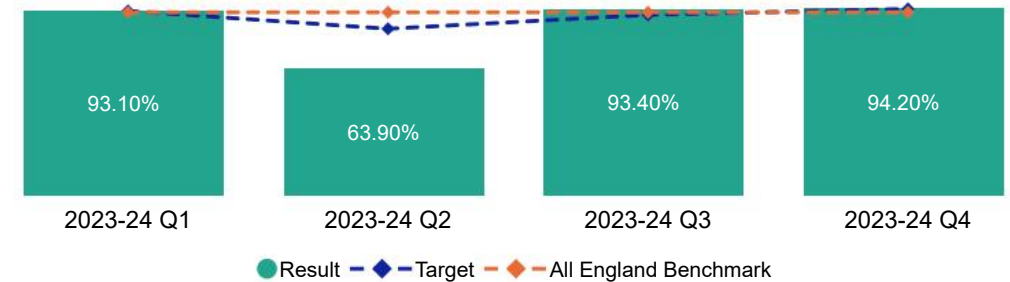
Portfolio: Children, Young People & Families

Directorate: Children & Families

Latest Summary:

| Pref. DoT | Benchmark | Target | Result | DoT | RAG Status |
|-----------|-----------|--------|--------|--------|------------|
| ▲ | 92.30% | 94.00% | 94.20% | Static | G |

CF_CP_30 - Percentage of 16- and 17- year olds that are participating in Education, Employment or Training



Commentary

Intensive tracking of young people has seen an increase in those that have an EET status. Stakeholder engagement and data capture, and knowing our young people has played a part in this result.



A Bold Prosperous Birmingham

Measure: CF_CP_28 - Percentage of 16- and 17- year olds that are Not in or Not Known status, in terms of Education, Employment or Training

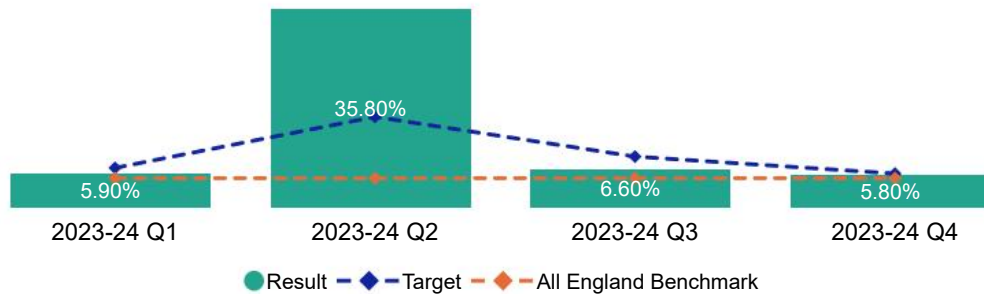
Portfolio: Children, Young People & Families

Directorate: Children & Families

Latest Summary:

| Pref. DoT | Benchmark | Target | Result | DoT | RAG Status |
|-----------|-----------|--------|--------|----------|------------|
| ▼ | 5.20% | 6.00% | 5.80% | Improved | G |

CF_CP_28 - Percentage of 16- and 17- year olds that are Not in or Not Known status, in terms of Education, Employment or Training



Commentary

Figure is at a low for this period, which is the best performance to date. Cross departmental working and additional resource to undertake multiple activities has seen an improved figure. Additional activities have supported this reduction in the not known figures. This has impacted on the regional figure. From a safeguarding perspective it is a positive position.

A Bold Prosperous Birmingham

Measure: PPS_CP_02 - Public sector investment in the Enterprise Zone

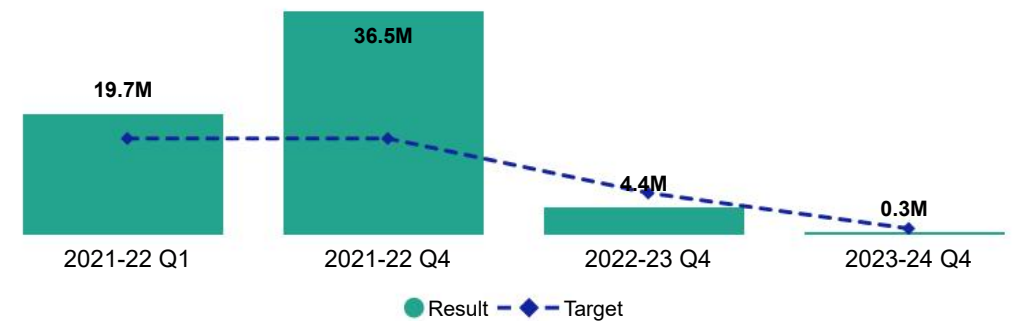
Portfolio: Leader

Directorate: Place, Prosperity & Sustainability

Latest Summary:

| Pref. DoT | Target | Result | DoT | RAG Status |
|-----------|---------|--------|-------|------------|
| ▲ | 1000000 | 300000 | Worse | R |

PPS_CP_02 - Public sector investment in the Enterprise Zone



Commentary

An exercise has been carried out to ascertain the actual public match to EZ funded projects and in addition to the £311,610 of Public Sector Investment delivered in 2023/24 there is a further £41,144,136 delivered in years 2019/20, 2020/21, and 2021/22 which has not been previously reported.



A Bold Prosperous Birmingham

Measure: PPS_CP_06 - Private sector investment in the Enterprise Zone

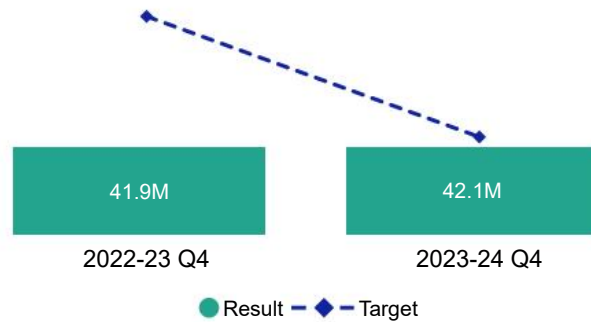
Portfolio: Leader

Directorate: Place, Prosperity & Sustainability

Latest Summary:

| Pref. DoT | Benchmark | Target | Result | DoT | RAG Status |
|-----------|-----------|----------|----------|--------|------------|
| ▲ | N/A | 47000000 | 42100000 | Static | A |

PPS_CP_06 - Private sector investment in the Enterprise Zone



Commentary

An exercise has been carried out to ascertain the actual private sector match to EZ funded projects and in addition to the £42,117,943 of Private Sector Investment delivered in 2023/24 there is a further £71,821,457 delivered between 1 April 2017 - 31 March 2023 which has not been previously reported.



A Bold **Inclusive** Birmingham

Measure: CO_CP_01 - Maximising income for citizens: a) total additional income achieved for citizens from benefits / charitable sources by the Neighbourhood Advice and Information Service

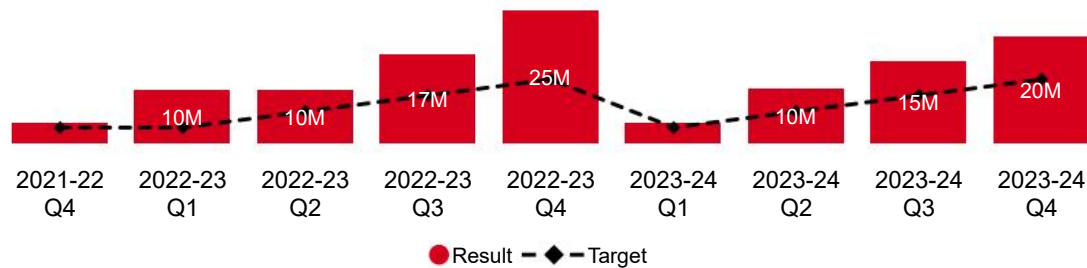
Portfolio: Health & Social Care

Directorate: Adult Social Care

Latest Summary:

| Pref. DoT | Target | Result | DoT | RAG Status |
|-----------|----------|----------|-------|------------|
| ▲ | 12000000 | 19921702 | Worse | G |

CO_CP_01 - Maximising income for citizens: a) total additional income achieved for citizens from benefits / charitable sources by the Neighbourhood Advice and Information Service



Commentary

KPI reported one month in arrears. The year-end (01/04/2023 - 31/03/2024) result of £19,921,702 has exceeded the £12,000,000 target for the year. The total number of people supported by the service has been 21,737 many of whom are the most financially challenged and vulnerable in the city. The service moved from City Operations across to the new Early Intervention & Prevention Division on 1st November 2023 and overall advisor resources are now being used more flexibly to meet reactive service demands but also to deliver proactive advice activities targeted at citizens identified to be in need from council data. Overall performance in 2023/24 was satisfactory and exceeded the year-end target.

NB: direction of travel reflects comparison of performance to same time last year.

A Bold **Inclusive** Birmingham

Measure: CO_CP_02 - Total no. of people supported to achieve the KPI "Maximising income for citizens: a) total additional income achieved for citizens from benefits / charitable sources by the Neighbourhood Advice and Information Service"

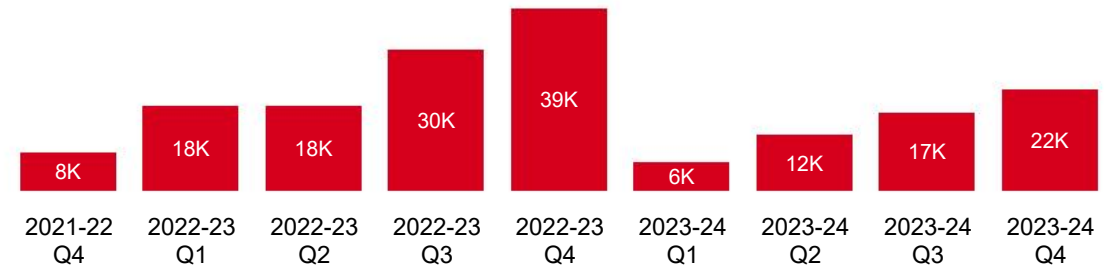
Portfolio: Health & Social Care

Directorate: Adult Social Care

Latest Summary:

| Pref. DoT | Target | Result | DoT |
|-----------|--------|--------|-------|
| ▲ | N/A | 21737 | Worse |

CO_CP_02 - Total no. of people supported to achieve the KPI "Maximising income for citizens: a) total additional income achieved for citizens from benefits / charitable sources by the Neighbourhood Advice and Information Service"



Commentary

The total number of people supported by the service has been 21,737 many of whom are the most financially challenged and vulnerable in the city.

NB: direction of travel reflects comparison of performance to same time last year.



A Bold **Inclusive** Birmingham

Measure: CO_CP_03 - Maximising income for citizens: b) total additional income achieved for citizens from benefits / charitable sources by third sector advice providers contracted by the Council

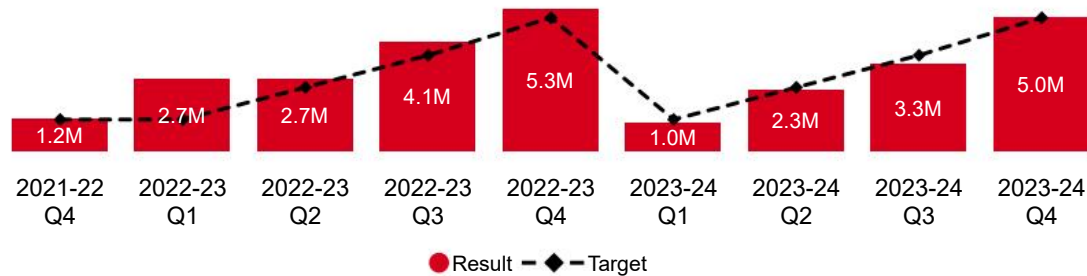
Portfolio: Health & Social Care

Directorate: Adult Social Care

Latest Summary:

| Pref. DoT | Target | Result | DoT | RAG Status |
|-----------|---------|---------|-------|------------|
| ▲ | 5000000 | 4997458 | Worse | A |

CO_CP_03 - Maximising income for citizens: b) total additional income achieved for citizens from benefits / charitable sources by third sector advice providers contracted by the Council



Commentary

KPI reported one month in arrears. The year-end (01/04/2023- 31/03/2024) result of £4,997,458 has just fallen short of the £5,000,000 year-end target. This level of performance represents 99.9% of the challenging year-end target achieved. The total number of people supported to achieve this is 4,781 many of whom are amongst the most vulnerable and financially challenged in the city.

NB: direction of travel reflects comparison of performance to same time last year.

A Bold **Inclusive** Birmingham

Measure: CO_CP_04 - Total no. of people supported to achieve KPI "Maximising income for citizens: b) total additional income achieved for citizens from benefits / charitable sources by third sector advice providers contracted by the Council"

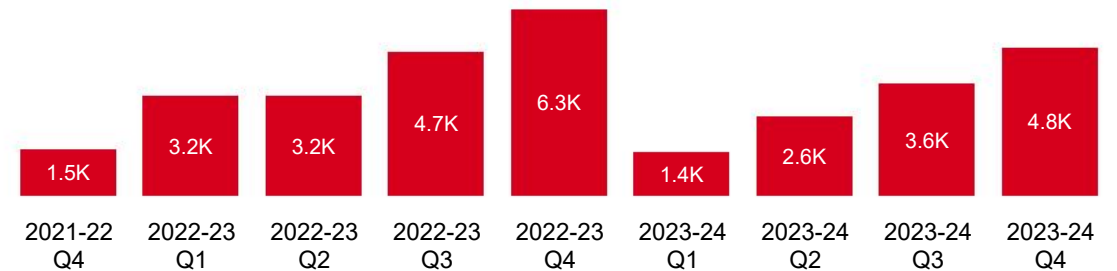
Portfolio: Health & Social Care

Directorate: Adult Social Care

Latest Summary:

| Pref. DoT | Target | Result | DoT |
|-----------|--------|--------|-------|
| ▲ | N/A | 4781 | Worse |

CO_CP_04 - Total no. of people supported to achieve KPI "Maximising income for citizens: b) total additional income achieved for citizens from benefits / charitable sources by third sector advice providers contracted by the Council"



Commentary

The total number of people supported to achieve this is 4,781 many of whom are amongst the most vulnerable and financially challenged in the city.

NB: direction of travel reflects comparison of performance to same time last year.



A Bold **Inclusive** Birmingham

Measure: CO_CP_05 - Number of ward forum meetings held by Elected Members annually

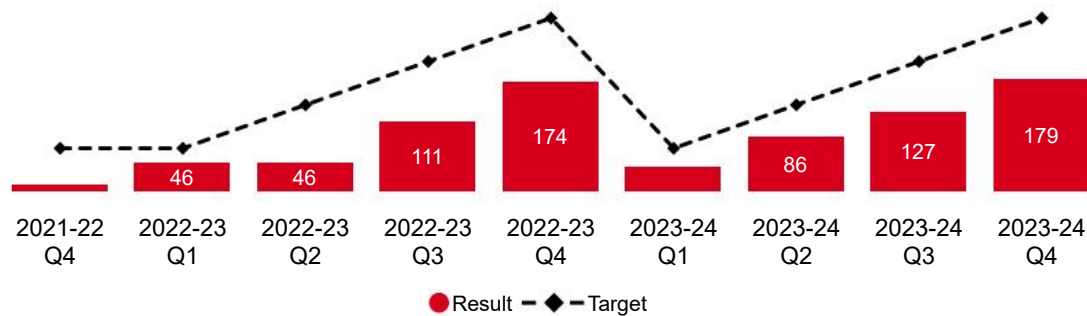
Portfolio: Leader

Directorate: City Operations

Latest Summary:

| Pref. DoT | Target | Result | DoT | RAG Status |
|-----------|--------|--------|----------|------------|
| ▲ | 276 | 179 | Improved | R |

CO_CP_05 - Number of ward forum meetings held by Elected Members annually



Commentary

The year-end (April 2023 – March 2024) result of 179 meetings has not achieved the year-end target of 276 (one meeting per ward in each quarter). Out of the 69 wards, 60 undertook meetings this year. Among these, 15 wards successfully achieved the goal of holding at least one meeting per quarter, as stipulated by the constitution. However, there were 28 cancellations throughout the year. Notably, most of these occurred in the aftermath of the S114 notice issued in early September 2023. Looking ahead, the Community Governance Managers continue to encourage all Councillors to communicate their availability and schedule Ward Forum Meetings for the upcoming year. As part of cost-saving measures, each ward is expected to host at least three open, public forum meetings within their community during the 2024/25 period. Currently, 20 meetings are already booked for the next year. NB: Direction of travel (DoT) status compares against same quarter last year.

A Bold **Inclusive** Birmingham

Measure: CO_CP_06 - Number of ward plans updated or completed by Elected Members in the year

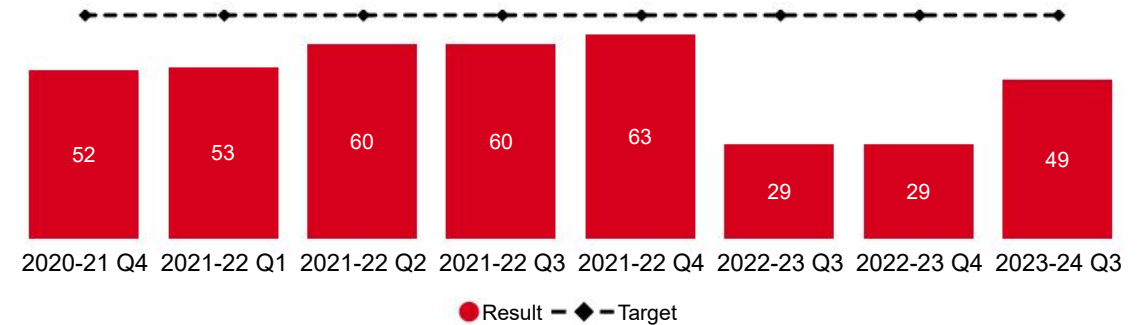
Portfolio: Leader

Directorate: City Operations

Latest Summary:

| Pref. DoT | Target | Result | DoT | RAG Status | Reporting in Arrears? |
|-----------|--------|--------|----------|------------|-----------------------|
| ▲ | 69 | 49 | Improved | R | Quarter |

CO_CP_06 - Number of ward plans updated or completed by Elected Members in the year



Commentary

As of the end of March 2024, 49 ward action plans (71%) have been completed which did not achieve the year-end target of 69 (one per ward). Of the remaining wards, 17 plans are in progress and 3 are rated red, as no information or correspondence relating to progress has been received. Members are responsible for ensuring a ward action plan is developed, written, and submitted for their ward, with support from officers where needed. Support and guidance from the Neighbourhood Development Support Unit (NDSU) is ongoing for Members, officers and residents engaging in the process. Quarterly drop-in support sessions for Members will continue. These sessions will also help understand where the blockages are with some of the outstanding ward action plans. Localised funding, subject to availability and spend control, is already aligned to local priorities, and it is understood that any future funds will also align to these priorities, necessitating ward action plans to access funding.



A Bold **Inclusive** Birmingham

Measure: CO_CP_07 - Number of community organisations developing and submitting crowdfunding and CIL (local element) small grants projects

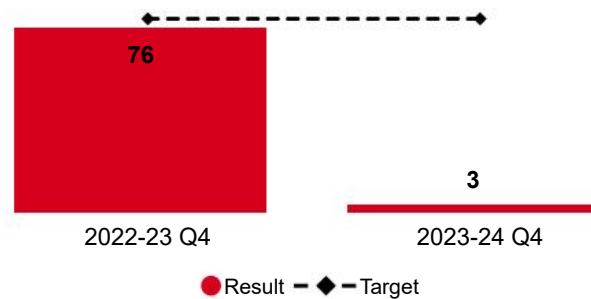
Portfolio: Leader

Directorate: City Operations

Latest Summary:

| Pref. DoT | Target | Result | DoT | RAG Status |
|-----------|--------|--------|-------|------------|
| ▲ | 80 | 3 | Worse | R |

CO_CP_07 - Number of community organisations developing and submitting crowdfunding and CIL (local element) small grants projects



Commentary

The year-end (01/04/2023 - 31/03/2024) result is 3 which has not achieved the year-end target of 80. The result for the same time last year was 73. A Small Grants crowdfunder was initiated; however, no further crowdfunding projects were able to progress due to the Council's financial situation and corporate spend control processes. Consequently, only the 3 previously reported projects from the last quarter proceeded to full campaigns in Quarter 4. NB: Direction of travel (DoT) status compares against same quarter last year.

Funds are administered by the Neighbourhood Development Support Unit (City Operations) on behalf of Planning and Development (Place, Prosperity and Sustainability). The teams are waiting for a final decision about the state of play for small grants for 2024-25.

A Bold **Inclusive** Birmingham

Measure: SEP_CP_04 - Average opens of Birmingham eBulletin

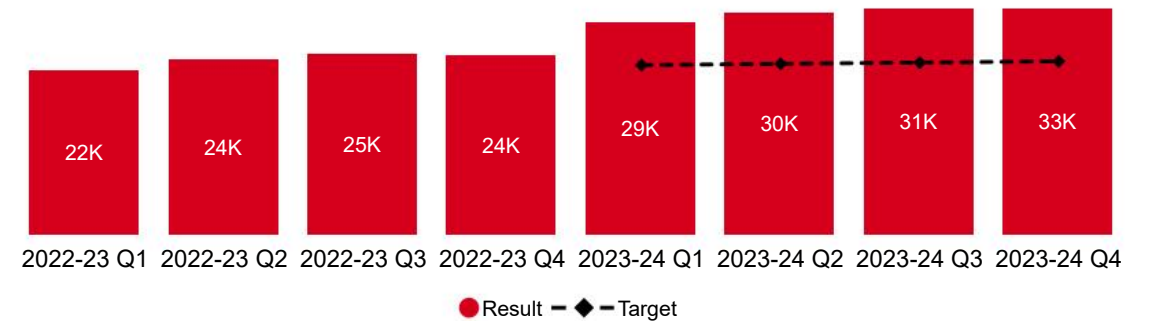
Portfolio: Leader

Directorate: Strategy, Equalities & Partnership

Latest Summary:

| Pref. DoT | Target | Result | DoT | RAG Status |
|-----------|--------|--------|----------|------------|
| ▲ | 23712 | 32555 | Improved | G |

SEP_CP_04 - Average opens of Birmingham eBulletin



Commentary

Average opens of the Birmingham Bulletin have risen by 3.6% from the last quarter. This is due in large part to the number of subscribers to the Bulletin rising from 77.8k to 79.3k in the last quarter. The bulletin has been promoted throughout the S114 period as a good vehicle for residents to find out about the latest developments around the financial situation of the Council.



A Bold **Inclusive** Birmingham

Measure: SEP_CP_05 - Total number of followers of the corporate social media accounts

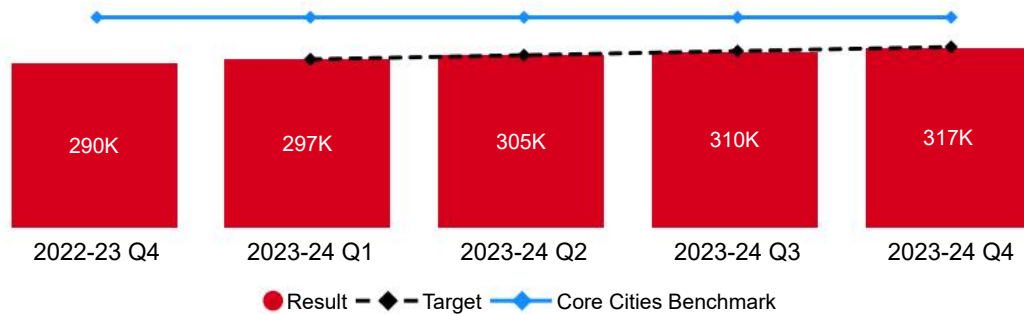
Portfolio: Leader

Directorate: Strategy, Equalities & Partnership

Latest Summary:

| Pref. DoT | Benchmark | Target | Result | DoT | RAG Status |
|-----------|-----------|--------|--------|----------|------------|
| ▲ | 371190 | 318887 | 316819 | Improved | A |

SEP_CP_05 - Total number of followers of the corporate social media accounts



Commentary

Followers of the corporate social media accounts rose by 9.3% from the start of Q1 to the end of Q4. The previous year saw a large increase in followers due to the introduction of the new Tik-tok account. Re followers on this account, although still rising, the rate of increase has slowed down considerably and was a major factor in missing what was an ambitious target of a 10% rise.

A Bold **Inclusive** Birmingham

Measure: CF_CP_11 - Early Years Entitlement: Percentage of 2-year-olds accessing Early Education Entitlement (EEE)

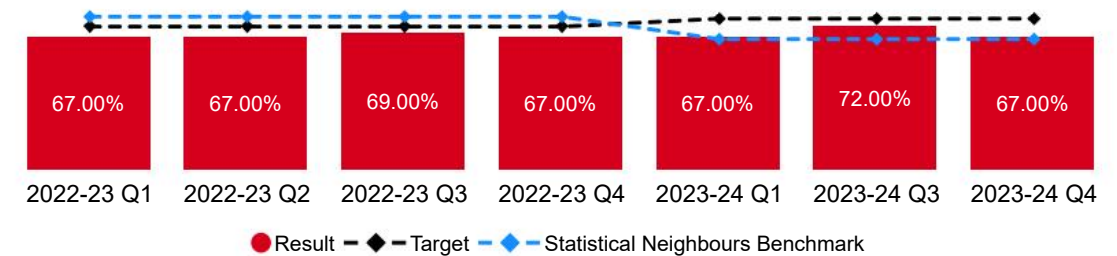
Portfolio: Children, Young People & Families

Directorate: Children & Families

Latest Summary:

| Pref. DoT | Benchmark | Target | Result | DoT | RAG Status |
|-----------|-----------|--------|--------|-------|------------|
| ▲ | 65.70% | 76.00% | 67.00% | Worse | R |

CF_CP_11 - Early Years Entitlement: Percentage of 2-year-olds accessing Early Education Entitlement (EEE)



Commentary

Take-up for 2 YOs has been increasing over the last 4 years and each year the Autumn term has the highest participation. The Spring term 24 sees a drop of 5% compared to Autumn, which is disappointing but not unexpected. The figure is comparable to Spring 23. Spring term figure is benchmarked nationally and until the national information is available we are unable to see whether this is in line with National or not. A further update will be provided in Q1 for 24/25.



A Bold **Inclusive** Birmingham

Measure: CF_CP_12 - Early Years Entitlement: Percentage of 3 and 4-year-olds accessing 15 hours Early Education Entitlement (EEE)

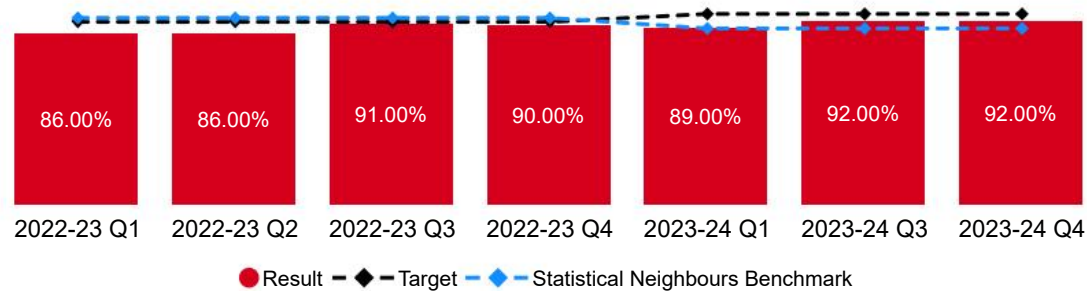
Portfolio: Children, Young People & Families

Directorate: Children & Families

Latest Summary:

| Pref. DoT | Benchmark | Target | Result | DoT | RAG Status |
|-----------|-----------|--------|--------|--------|------------|
| ▲ | 88.70% | 96.00% | 92.00% | Static | A |

CF_CP_12 - Early Years Entitlement: Percentage of 3 and 4-year-olds accessing 15 hours Early Education Entitlement (EEE)



Commentary

Take-up for 3 and 4 YO's has also been increasing over the last 4 years and we have halved the gap in participation compared to National. As with 2YO's the Autumn term has the highest participation level. To maintain the take-up rate for Spring is very positive. Participation has increased by 2% compared to the same term in 2023. Spring term is benchmarked nationally and until the national information is available we are unable to see whether this is in line with National or not. A further update will be provided in Q1 for 24/25.

A Bold **Inclusive** Birmingham

Measure: CF_VS_03 - Percentage of new Education Health Care (EHC) plans issued within 20 weeks, excluding exceptions

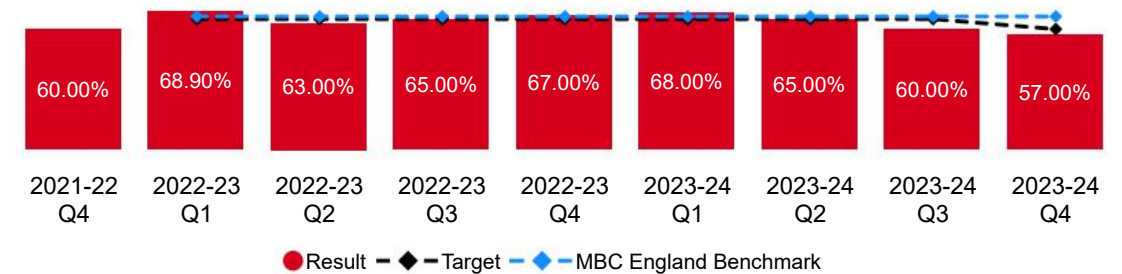
Portfolio: Children, Young People & Families

Directorate: Children & Families

Latest Summary:

| Pref. DoT | Benchmark | Target | Result | DoT | RAG Status |
|-----------|-----------|--------|--------|-------|------------|
| ▲ | 66.30% | 60.00% | 57.00% | Worse | A |

CF_VS_03 - Percentage of new Education Health Care (EHC) plans issued within 20 weeks, excluding exceptions



Commentary

The completion of initial EHCPs has been declining since December 2023 (60% average for the quarter Oct, Nov, Dec). The February 2024 performance is at 57%. We anticipate remaining above the national average (49%) but below the corporate and SEND Improvement Board targets of 60%. The significant reasons resulting in a decline in performance are: i) sufficiency of appropriate specialist places that can be named in the EHCP; ii) delays in advice being received on time due to capacity within and historic strike action from Educational Psychology team; iii) responding to parental and other professional requests where adaptations are required. Current internal service data indicates there will be an improvement from May onwards



A Bold **Inclusive** Birmingham

Measure: CF_CP_14 - Number of children and young people (aged 5-16) with an EHCP awaiting specialist placements for more than 12 weeks

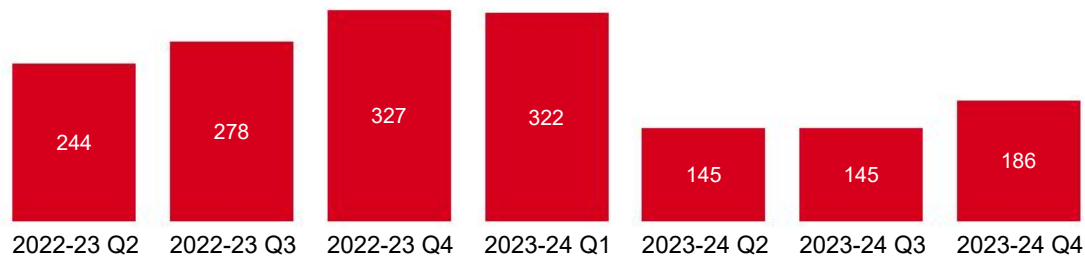
Portfolio: Children, Young People & Families

Directorate: Children & Families

Latest Summary:

| Pref. DoT | Target | Result | DoT |
|-----------|--------|--------|-------|
| ▼ | N/A | 186 | Worse |

CF_CP_14 - Number of children and young people (aged 5-16) with an EHCP awaiting specialist placements for more than 12 weeks



Commentary

Numbers are always projected to increase during the Spring and Summer terms as individual school capacities decrease. However, we continue to prioritise this cohort and have additional places coming on line for the new academic year 2024-2025. Of the 186 figure, 26 CYP already have a confirmed placement for September 2024.

A Bold **Inclusive** Birmingham

Measure: CF_CP_15 - Absence Rate: Primary

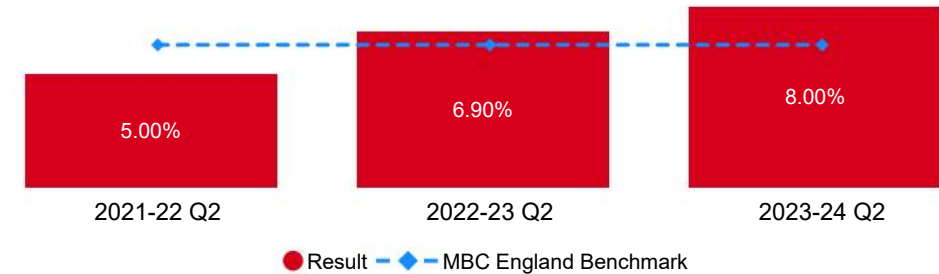
Portfolio: Children, Young People & Families

Directorate: Children & Families

Latest Summary:

| Pref. DoT | Benchmark | Target | Result | DoT | Reporting in Arrears? |
|-----------|-----------|--------|--------|-------|-----------------------|
| ▼ | 6.30% | N/A | 8.00% | Worse | Previous School Year |

CF_CP_15 - Absence Rate: Primary



Commentary

Latest published data (Mar24) is for the 2022/23 academic year. We showed an increase of 1.1% on the previous year, Absence Rates will continue to be in focus during 24/25 and an attendance strategy is in development



A Bold **Inclusive** Birmingham

Measure: CF_CP_16 - Absence Rate: Secondary

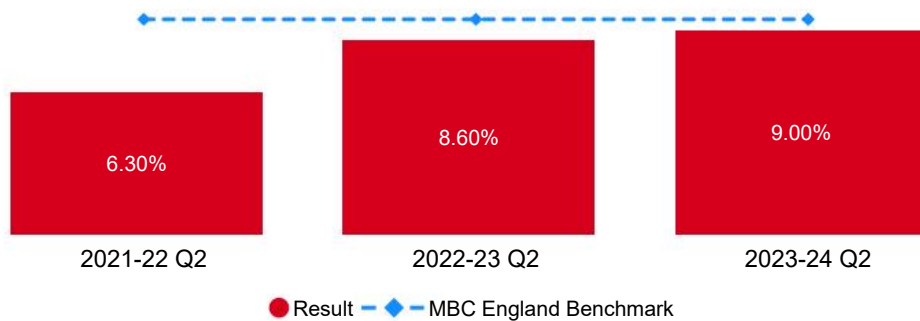
Portfolio: Children, Young People & Families

Directorate: Children & Families

Latest Summary:

| Pref. DoT | Benchmark | Target | Result | DoT | Reporting in Arrears? |
|-----------|-----------|--------|--------|-------|-----------------------|
| ▼ | 9.50% | ▲ | 9.00% | Worse | Previous School Year |

CF_CP_16 - Absence Rate: Secondary



Commentary

Latest published data (Mar24) is for 2022/23 academic year. We showed an increase of 0.4% on the previous year. Absence Rates will continue to be in focus during 24/25 and an attendance strategy is in development

A Bold **Inclusive** Birmingham

Measure: CF_CP_23 - Primary school exclusion rate

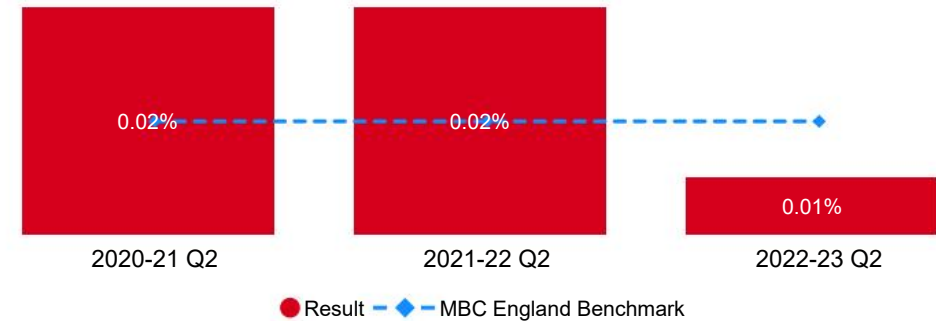
Portfolio: Children, Young People & Families

Directorate: Children & Families

Latest Summary:

| Pref. DoT | Benchmark | Target | Result | DoT | Reporting in Arrears? |
|-----------|-----------|--------|--------|-----|-----------------------|
| ▼ | 0.01% | ▲ | NYD | N/A | Previous School Year |

CF_CP_23 - Primary school exclusion rate



Commentary

The exclusion rate is only available annually and is produced using published data. We expect to next report on this in Q2 24/25.



A Bold **Inclusive** Birmingham

Measure: CF_CP_24 - Secondary school exclusions rate

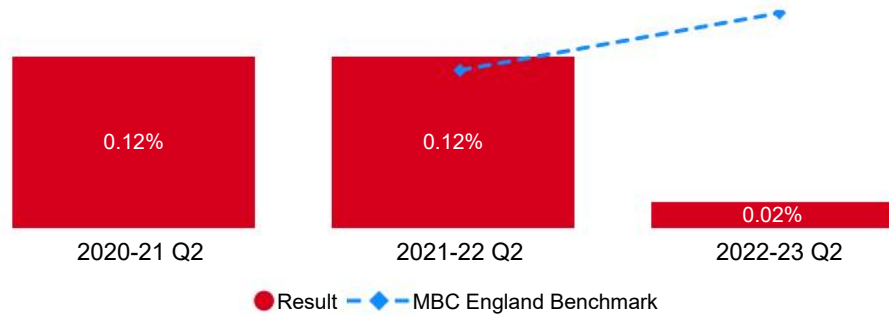
Portfolio: Children, Young People & Families

Directorate: Children & Families

Latest Summary:

| Pref. DoT | Benchmark | Target | Result | DoT | Reporting in Arrears? |
|-----------|-----------|--------|--------|-----|-----------------------|
| ▼ | 0.15% | ▲ N/A | NYD | N/A | Previous School Year |

CF_CP_24 - Secondary school exclusions rate



Commentary

The exclusion rate is only available annually and is produced using published data. We expect to next report on this in Q2 24/25.

A Bold **Inclusive** Birmingham

Measure: CF_CP_27 - Special School Exclusion rate

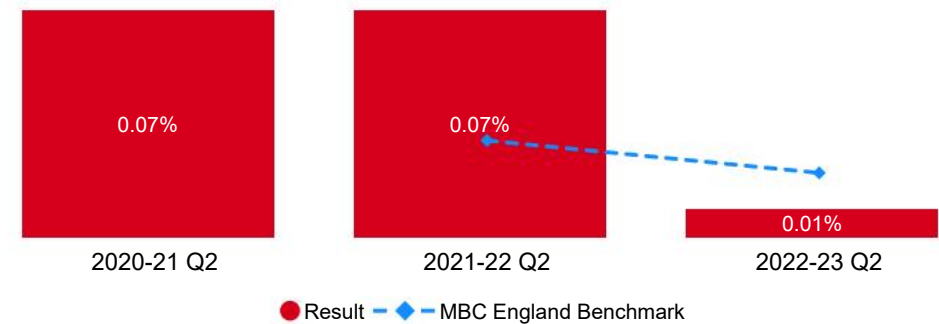
Portfolio: Children, Young People & Families

Directorate: Children & Families

Latest Summary:

| Pref. DoT | Benchmark | Target | Result | DoT | Reporting in Arrears? |
|-----------|-----------|--------|--------|-------|-----------------------|
| ▼ | 0.02% | N/A | NYD | ▼ N/A | Previous School Year |

CF_CP_27 - Special School Exclusion rate



Commentary

The exclusion rate is only available annually and is produced using published data. We expect to next report on this in Q2 24/25.



A Bold **Inclusive** Birmingham

Measure: CF_CP_29 - Number of students we provide transport for

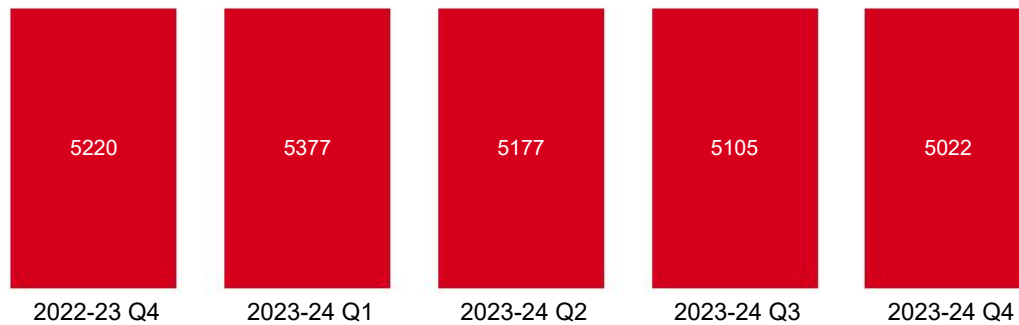
Portfolio: Children, Young People & Families

Directorate: Children & Families

Latest Summary:

| Pref. DoT | Target | Result | DoT | Reporting in Arrears? |
|-----------|--------|--------|--------|-----------------------|
| ▼ | N/A | 5022 | Static | Month |

CF_CP_29 - Number of students we provide transport for



Commentary

This remains consistent and is only 77 down on Q3. Due to the success of the Independent Travel Training (ITT) programme and the promotion of Personal Transport Budgets this indicator will be revised for 24/25

A Bold **Inclusive** Birmingham

Measure: CF_CP_02 - Care leavers in suitable accommodation aged 19, 20 or 21

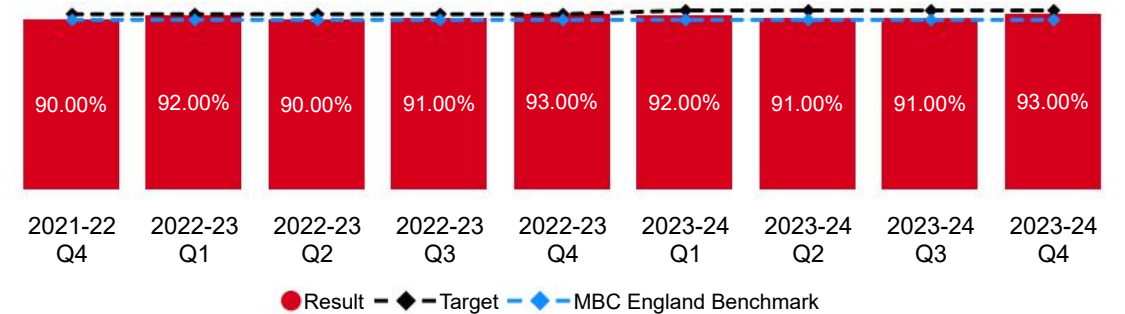
Portfolio: Children, Young People & Families

Directorate: Children & Families

Latest Summary:

| Pref. DoT | Benchmark | Target | Result | DoT | RAG Status |
|-----------|-----------|--------|--------|----------|------------|
| ▲ | 90.00% | 95.00% | 93.00% | Improved | A |

CF_CP_02 - Care leavers in suitable accommodation aged 19, 20 or 21



Commentary

Performance under this KPI is 93% and within tolerance. We have remained consistent for the last 12 months. We are performing better than the national and statistical neighbour averages. Our performance is enhanced by care leavers enjoying priority status on the council housing list, supported by availability of accommodation through the City Council and third sector housing providers. Though an established Care Leavers Housing Pathway exists, the 'choice' as to the location and type of accommodation is limited. The previous 12 months average was 91%. This is a positive trend for our care experienced population. This KPI was 92% in Jan 24 and also in Feb. The vast majority of our 19-21 yo care leavers were transitioned into suitable accommodation during Q4.



A Bold **Inclusive** Birmingham

Measure: CF_CP_01a - Percentage of care leavers in employment, education or training (EET) on their 19th to 21st birthday

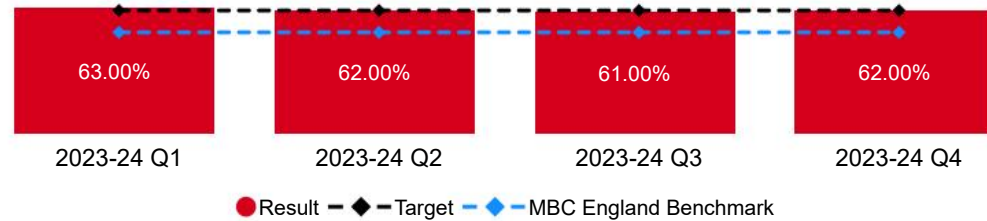
Portfolio: Children, Young People & Families

Directorate: Children & Families

Latest Summary:

| Pref. DoT | Benchmark | Target | Result | DoT | RAG Status |
|-----------|-----------|--------|--------|--------|------------|
| ▲ | 51.00% | 62.00% | 62.00% | Static | G |

CF_CP_01a - Percentage of care leavers in employment, education or training (EET) on their 19th to 21st birthday



Commentary

It's good to be on target for the end of this financial year as it's been a tough year. The contract for the Youth Promise Plus Project ended, and we lost four dedicated NEET support workers. However, with UK Shared Prosperity Fund and collaboration with BCC Employment and Skills Service we will soon have more dedicated NEET support staff to help care leavers access and sustain education, training and employment. We continue our employer engagement with support from the Corporate Parenting team and there are many opportunities in the pipeline for young people to link with these employers through live events and bespoke projects



A Bold **Safe** Birmingham

Measure: CO_CP_12 - Number of Anti-Social Behaviour incidents reported to the Council

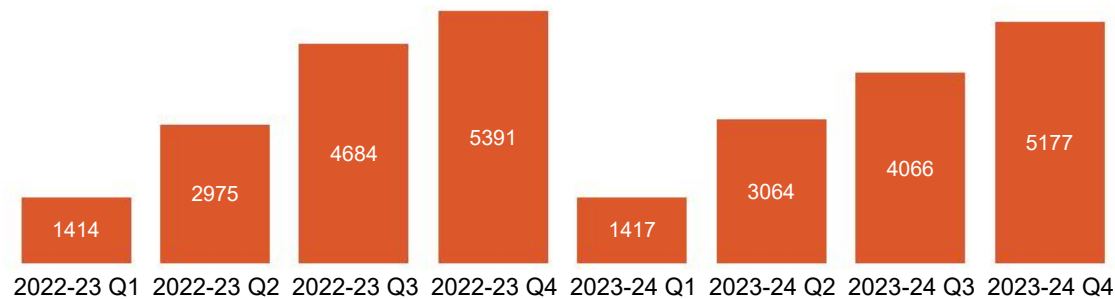
Portfolio: Social Justice, Community Safety and Equalities

Directorate: City Operations

Latest Summary:

| Pref. DoT | Target | Result | DoT |
|-----------|--------|--------|----------|
| ▼ | N/A | 5177 | Improved |

CO_CP_12 - Number of Anti-Social Behaviour incidents reported to the Council



Commentary

The year-end (01/04/2023 - 31/03/2024) result is 5,177 which is lower than the same period last year which was 5,391.

Reports of anti-social behaviour (ASB) to the Council are wide-ranging for the purpose of this KPI. The figures shown are from the Community Safety Team and Birmingham City Council Housing department. The reports received mostly relate to domestic noise, aggressive behaviour, and harassment.

NB: There are no set targets for this KP. Direction of travel (DoT) status compares against same quarter last year.

A Bold **Safe** Birmingham

Measure: CO_CP_28 - Number of Anti Social Behaviour Case Reviews received

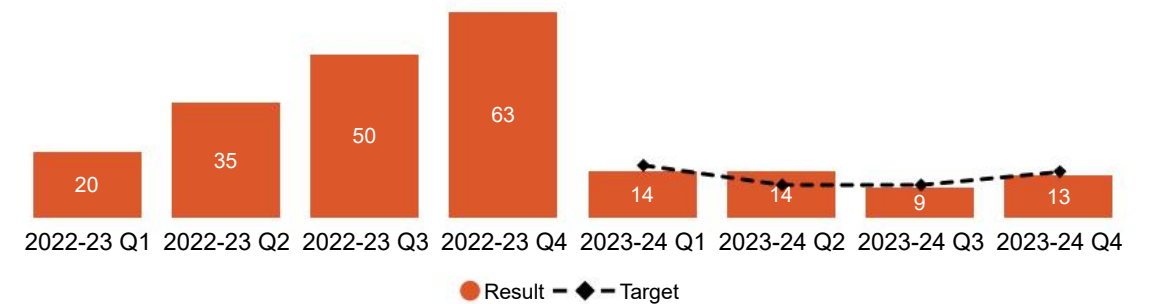
Portfolio: Social Justice, Community Safety and Equalities

Directorate: City Operations

Latest Summary:

| Pref. DoT | Target | Result | DoT | RAG Status |
|-----------|--------|--------|-------|------------|
| ▼ | 14 | 13 | Worse | G |

CO_CP_28 - Number of Anti Social Behaviour Case Reviews received



Commentary

During the Quarter 4 period (01/01/2024 - 31/03/2024) 13 new ASB case reviews were made to the service which has surpassed the target of 14. 12 of the cases completed the pre-assessment stage. The 1 applicant that did not have a pre-assessment did not provide us with enough information to contact them. This was investigated over a 10 working day period and closed as the applicant did not want to continue.

Signposted at pre-assessment – 2

Applicant did not want to continue – 1

Did not meet the threshold and closed – 1

Did not meet the threshold and referred to LCSP manager – 1

Awaiting threshold assessment – 2

Awaiting review panel – 4

Cases in appeal period – 2



A Bold **Safe** Birmingham

Measure: CO_CP_27 - Percentage of Community Safety 'front door' enquiries closed within 28 days

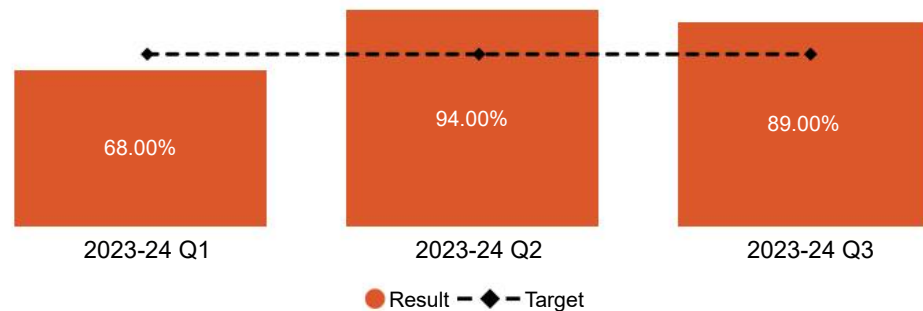
Portfolio: Social Justice, Community Safety and Equalities

Directorate: City Operations

Latest Summary:

| Pref. DoT | Target | Result | DoT | RAG Status | Reporting in Arrears? |
|-----------|--------|--------|-----|------------|-----------------------|
| ▲ | 75.00% | 89.00% | N/A | G | Quarter |

CO_CP_27 - Percentage of Community Safety 'front door' enquiries closed within 28 days



Commentary

Reported one quarter in arrears. The Quarter 3 (01/10/23 - 31/12/23) result is 89% which has achieved the target of 75%.

During this period there have been 328 new cases of which 293 were closed within 28 days.

A Bold **Safe** Birmingham

Measure: CO_CP_14 - Number of hate crimes reported to the Council

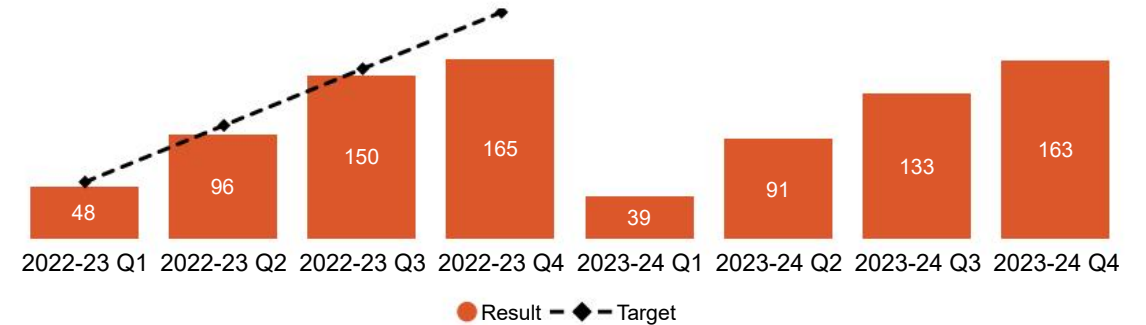
Portfolio: Social Justice, Community Safety and Equalities

Directorate: City Operations

Latest Summary:

| Pref. DoT | Target | Result | DoT |
|-----------|--------|--------|--------|
| ▼ | N/A | 163 | Static |

CO_CP_14 - Number of hate crimes reported to the Council



Commentary

The year-end result is 163 which is slightly lower than the same period last year which was 165.

The figure shown are based on Hate Crime reported to Birmingham City Council primarily through Birmingham City Council Housing department and Community Safety Team.

NB: There are no set targets for this KPI. Direction of travel (DoT) status compares against same quarter last year.



A Bold **Safe** Birmingham

Measure: CO_CP_16 - Percentage of Category 1 road defects and urgent faults that are attended to and made safe within 2 hours

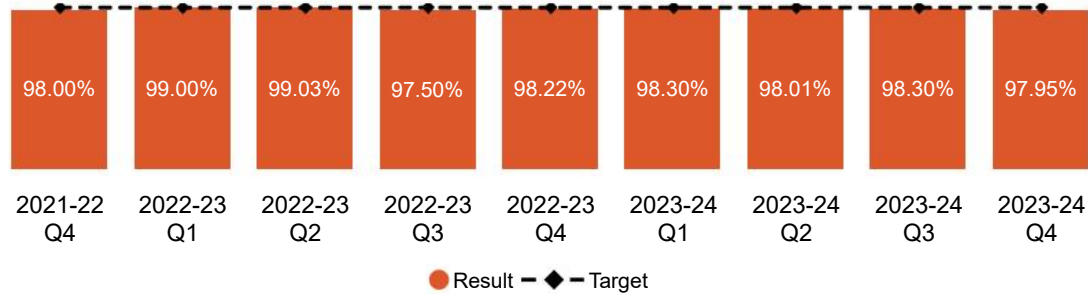
Portfolio: Transport

Directorate: City Operations

Latest Summary:

| Pref. DoT | Target | Result | DoT | RAG Status | Reporting in Arrears? |
|-----------|--------|--------|-----|------------|-----------------------|
| ▲ | 99.00% | 97.95% | ▲ | A | Month |

CO_CP_16 - Percentage of Category 1 road defects and urgent faults that are attended to and made safe within 2 hours



Commentary

The Quarter 4 (01/12/2023 - 29/02/2024) result is 97.95% which is slightly below the contractual target of 99.00%, but within the tolerance.

This is being addressed with the service provider to help improve services. As part of the monthly audit and assurance processes, checks are conducted against the services delivered. Where performance falls below the target, this results in the sub-contractor losing performance related monies. In instances where the contractual requirement is not met, it is important to highlight that the defects in question have still been attended and made safe, ensuring statutory requirements are met.

NB: Reported in arrears. The quarterly periods for this KPI are as follows: Q1: March to May, Q2: June to August, Q3: September to November, and Q4: December to February.

A Bold **Safe** Birmingham

Measure: CO_CP_15 - Percentage of Streetlight In-Light repairs carried out within service standard (time)

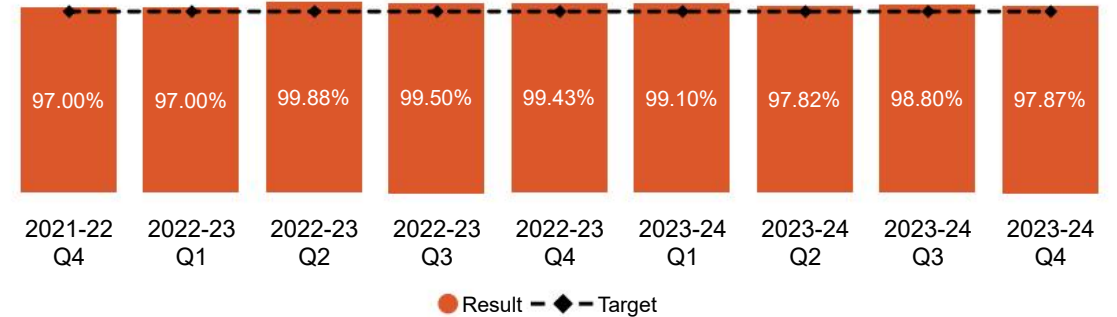
Portfolio: Transport

Directorate: City Operations

Latest Summary:

| Pref. DoT | Target | Result | DoT | RAG Status | Reporting in Arrears? |
|-----------|--------|--------|-----|------------|-----------------------|
| ▲ | 95.00% | 97.87% | ▲ | G | Month |

CO_CP_15 - Percentage of Streetlight In-Light repairs carried out within service standard (time)



Commentary

The Quarter 4 (01/12/2023 - 29/02/2024) result is 97.87% which has surpassed the contractual target of 95% for this period.

NB: Reported in arrears. The quarterly periods for this KPI are as follows: Q1: March to May, Q2: June to August, Q3: September to November, and Q4: December to February.



A Bold **Safe** Birmingham

Measure: ASC_CP_04 - Proportion of Adult Social Care clients reviewed, reassessed or assessed within 12 months

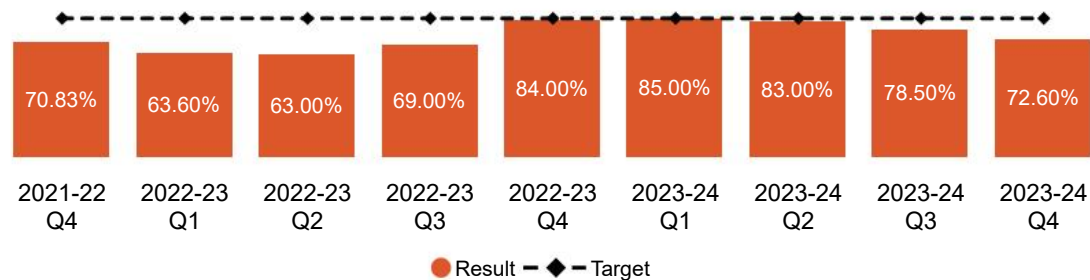
Portfolio: Health & Social Care

Directorate: Adult Social Care

Latest Summary:

| Pref. DoT | Target | Result | DoT | RAG Status |
|-----------|--------|--------|-------|------------|
| ▲ | 85.00% | 72.60% | Worse | R |

ASC_CP_04 - Proportion of Adult Social Care clients reviewed, reassessed or assessed within 12 months



Commentary

We have been unable to achieve the target for this measure this year. The Social Work teams have worked extremely hard to complete reviews and while some areas have achieved the target, others have faced particular challenges in terms of capacity to meet increased demand for other statutory responsibilities such as social care needs assessments for adults and young people transitioning from children's services, Mental Health Act assessments, safeguarding, hospital discharges, and responses to provider failure and breakdowns in existing care arrangements. Completion of annual reviews continues to be a priority for the directorate but this priority has to be balanced with demand for other essential statutory functions in relation to assessed need and risk. We are currently reviewing models of working with the aim of streamlining processes, including those relating to reviews, and delivering efficiencies which will enable us to achieve the target level of reviews in the current year.

A Bold **Safe** Birmingham

Measure: ASC_CP_05 - Percentage of concluded Adult Social Care Safeguarding enquiries where the desired outcomes were met

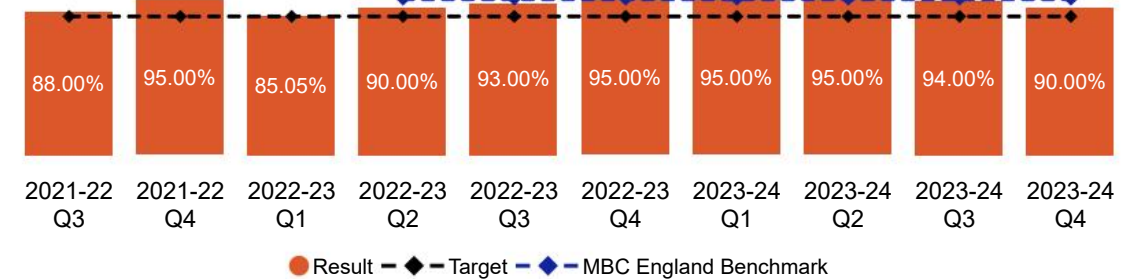
Portfolio: Health & Social Care

Directorate: Adult Social Care

Latest Summary:

| Pref. DoT | Benchmark | Target | Result | DoT | RAG Status |
|-----------|-----------|--------|--------|-------|------------|
| ▲ | 95.60% | 85.00% | 90.00% | Worse | G |

ASC_CP_05 - Percentage of concluded Adult Social Care Safeguarding enquiries where the desired outcomes were met



Commentary

This quarter we have continued to exceed our target of 85%. Since achieving our plan to address outstanding Enquiries, we are continuing to focus on undertaking Enquiries in a timely manner with adults to achieve their outcomes. We continue to work in partnership in line with Making Safeguarding Personal principles. Over 88% of all adults who expressed outcomes felt safer, happier, listened to, involved and understood what had happened as a result of their Enquiry. Our triage continues to monitor demand and performance of concerns, and ensures effective management oversight for progressing any that need an Enquiry.



A Bold **Safe** Birmingham

Measure: ASC_CP_02 - Total no. of domestic abuse victims supported through the Part 4 new statutory duty

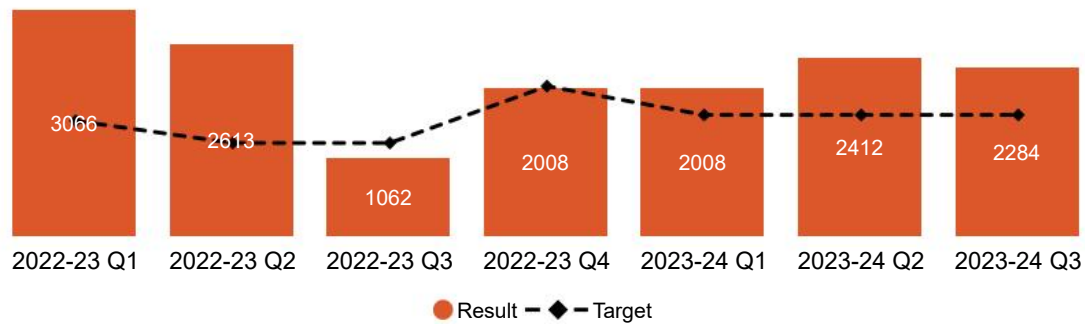
Portfolio: Social Justice, Community Safety and Equalities

Directorate: Adult Social Care

Latest Summary:

| Pref. DoT | Target | Result | DoT | RAG Status | Reporting in Arrears? |
|-----------|--------|--------|------------|------------|-----------------------|
| ▲ | 1650 | 2284 | ▲ Worse | G | Quarter |

ASC_CP_02 - Total no. of domestic abuse victims supported through the Part 4 new statutory duty



Commentary

To meet our statutory duty, we are continuing to provide support within commissioned safe accommodation. This includes support in refuge for women and children, helpline and webchat, counselling, and wellbeing activities. In this quarter, we exceeded the target of 1650, by supporting 2284 individuals. The Hub and helpline services have changed their approach to handling calls, which meant they could answer 1301 calls this quarter, up from 1176 previously. We are now offering a range of help to support survivors of abuse, including Independent Domestic Violence Advisors who help survivors navigate police and court proceedings, Civil Orders to protect vulnerable women and children from further abuse, and drop-in support for marginalised communities via Anawim. We are using grants to provide play therapy for children in refuges, and to deliver preventative DA awareness education for young people in schools and youth hubs.

A Bold **Safe** Birmingham

Measure: CF_CP_07 - BCT Measure: Percentage of children who become the subject of a Child Protection plan for a second or subsequent time within the last 2 years

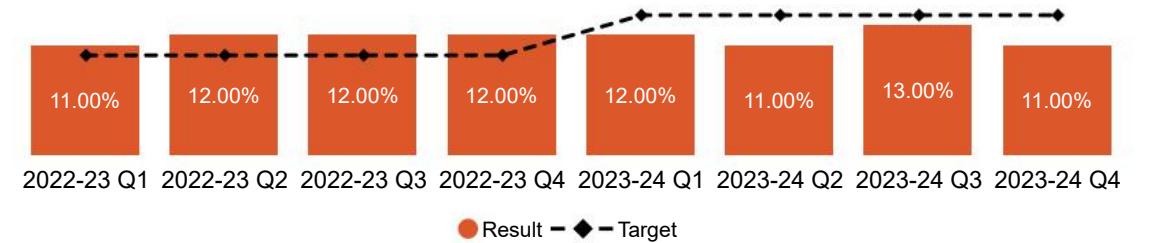
Portfolio: Children, Young People & Families

Directorate: Children & Families

Latest Summary:

| Pref. DoT | Target | Result | DoT | RAG Status |
|-----------|--------|--------|---------------|------------|
| ▲ ▼ | 14.00% | 11.00% | ▲ Improved | G |

CF_CP_07 - BCT Measure: Percentage of children who become the subject of a Child Protection plan for a second or subsequent time within the last 2 years



Commentary

Performance under this KPI is good at 11%. We are assured that children are not being de-listed from CP prematurely or re-listed inappropriately. The KPI in Mar 23 was 14%. The previous 12 months average was 12%. The KPI for Dec 23 was 13%, for Jan 24 it was 12% and for Feb 24 it was 11%. We continue to review children who have been re-listed this year having had a previous CP plan in the last 2 years. Our findings assures us that appropriate plans are in place for them, with a number having been escalated into pre-proceedings. The KPI was stable and supports our assurance position that only vulnerable C&YP were not de-listed from CP plans prematurely or re-listed inappropriately.



A Bold **Safe** Birmingham

Measure: CF_CP_26 - BCT Measure: Percentage of children in care experiencing three or more moves within a year

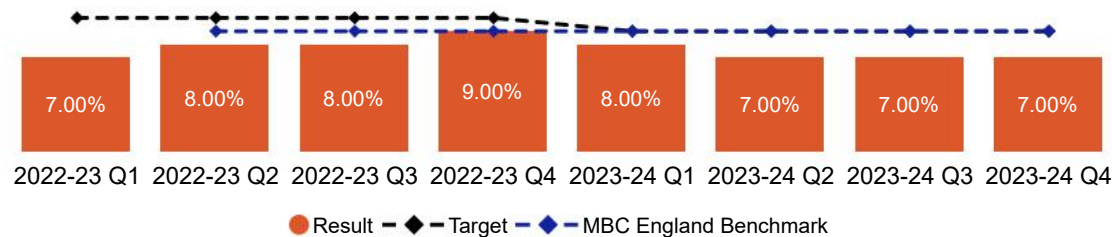
Portfolio: Children, Young People & Families

Directorate: Children & Families

Latest Summary:

| Pref. DoT | Benchmark | Target | Result | DoT | RAG Status |
|-----------|-----------|--------|--------|--------|------------|
| ▼ | 9.00% | 9.00% | 7.00% | Static | G |

CF_CP_26 - BCT Measure: Percentage of children in care experiencing three or more moves within a year



Commentary

Performance in Mar 24, under this KPI is good and stable at 7%. We are performing better than the national average and our statistical neighbours. 7% of our children in care experienced 3 or more placement moves in the last 12 months. This is the same as the last 6 months. In Mar 23, the KPI was 8%. This KPI was stable in Q4. We are doing well in ensuring stable homes for children in our care. The consultation work of our Therapeutic Emotional Support Service colleagues with carers & professionals and direct work with children and young people is also contributing to this stability.

A Bold **Safe** Birmingham

Measure: CF_VS_19 - BCT Measure: Re-referral Rate

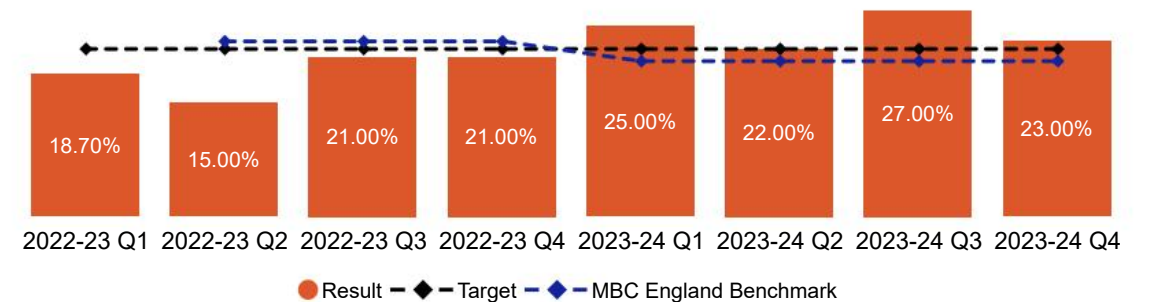
Portfolio: Children, Young People & Families

Directorate: Children & Families

Latest Summary:

| Pref. DoT | Benchmark | Target | Result | DoT | RAG Status |
|-----------|-----------|--------|--------|----------|------------|
| ▼ | 20.40% | 22.00% | 23.00% | Improved | A |

CF_VS_19 - BCT Measure: Re-referral Rate



Commentary

The rate of re-referrals has fallen by 4-percentage points to 23% for March 24. This is above our target but is still within our tolerance. The KPI this time last year was also 23%. Similarly, the previous 12 months cumulative is 23%. We are within tolerance in Q4.



A Bold **Safe** Birmingham

Measure: CF_VS_20 - BCT Measure: Average social worker caseload

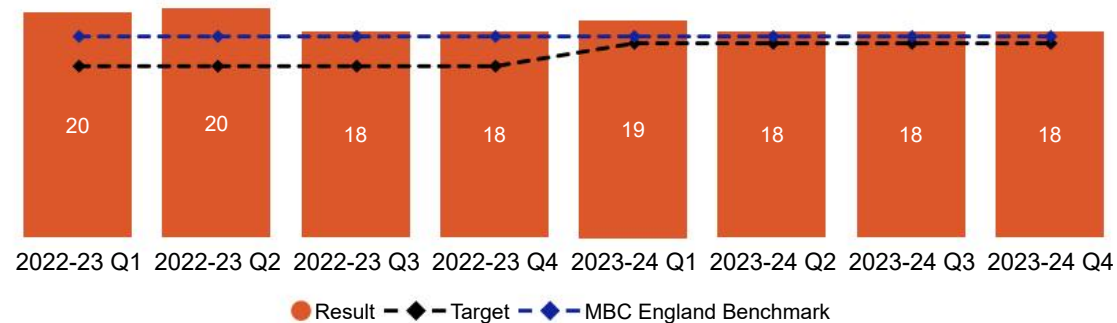
Portfolio: Children, Young People & Families

Directorate: Children & Families

Latest Summary:

| Pref. DoT | Benchmark | Target | Result | DoT | RAG Status |
|-----------|-----------|--------|--------|-----|------------|
| ▼ | 17.60 | 17 | 18 | ▲ | A |

CF_VS_20 - BCT Measure: Average social worker caseload



Commentary

The caseload average for Mar 24 was 18. It should be noted that caseloads across the Trust vary as is the felt experience of family facing practitioners. In Mar 23, the figure was also 18. Our KPI is within tolerance. Through the Trust 2025 Programme, the Trust aims to develop and implement an operating model that will not only offer smooth transitions for C&YP across the social care/social work system, but also support manageable caseloads for family facing practitioners across the Trust. The average caseload per social worker was 18 over the previous 12 months. This is within tolerance. In Q4, the average caseload per social worker remained at 18. this is 1 above target.

A Bold **Safe** Birmingham

Measure: CO_CP_17 - Number of properties improved in the Private Rented Sector as a result of Local Authority intervention

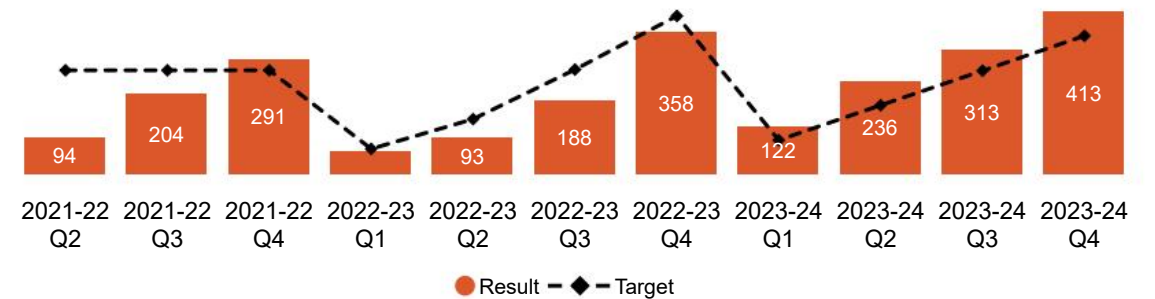
Portfolio: Housing and Homelessness

Directorate: City Operations

Latest Summary:

| Pref. DoT | Target | Result | DoT | RAG Status |
|-----------|--------|--------|----------|------------|
| ▲ | 350 | 413 | Improved | G |

CO_CP_17 - Number of properties improved in the Private Rented Sector as a result of Local Authority intervention



Commentary

The year-end (01/04/2023 - 31/03/2024) result is 413 which has surpassed the year-end target of 350.

The team operates a duty system that promptly allocates incoming requests for assistance to the appropriate officer in a timely manner, after a thorough triage. Customers are given a realistic understanding of timescales and outcomes. Consistent monitoring of cases ensures that they are advanced to the next stage as applicable.

NB: Direction of travel (DoT) status compares against same quarter last year.



A Bold **Safe** Birmingham

Measure: CO_CP_18 - Private sector empty properties brought back into use

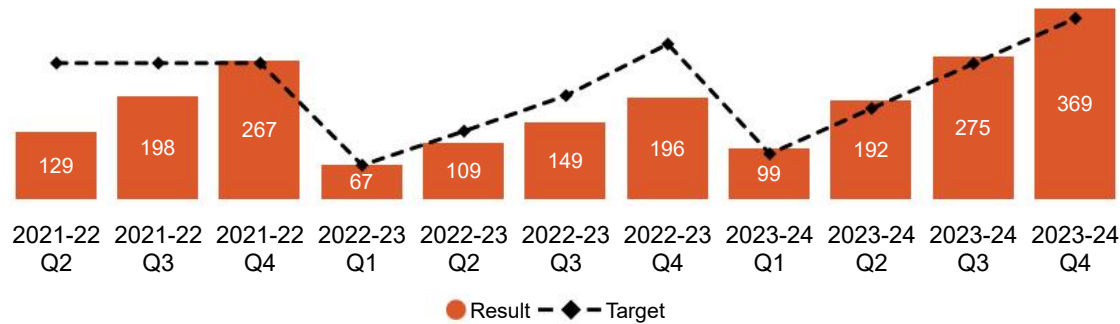
Portfolio: Housing and Homelessness

Directorate: City Operations

Latest Summary:

| Pref. DoT | Target | Result | DoT | RAG Status |
|-----------|--------|--------|------------|------------|
| ▲ | 350 | 369 | ▲ Improved | G |

CO_CP_18 - Private sector empty properties brought back into use



Commentary

The year-end (01/04/2023 - 31/03/2024) result is 369 which has surpassed the year-end target of 350. During this period the team engaged with the owners of 454 properties from which a total of 369 properties (81%) were bought back into use.

NB: Direction of travel (DoT) status compares against same quarter last year.

A Bold **Safe** Birmingham

Measure: PPS_CP_10 - Number of new homes completed in the city across all tenures

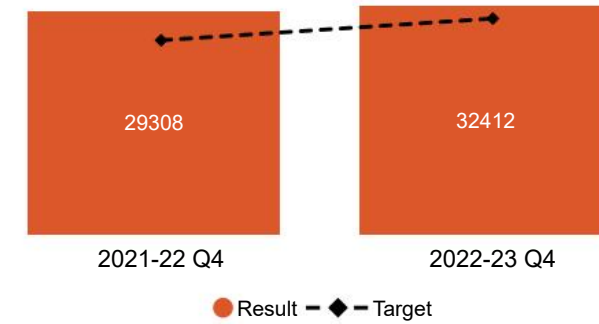
Portfolio: Leader

Directorate: Place, Prosperity & Sustainability

Latest Summary:

| Pref. DoT | Target | Result | DoT | RAG Status | Reporting in Arrears? |
|-----------|--------|--------|------------|------------|-----------------------|
| ▲ | 28350 | 32412 | ▲ Improved | G | Year |

PPS_CP_10 - Number of new homes completed in the city across all tenures



Commentary

The cumulative target for 2011-2023 has been exceeded by 4,062 dwellings (114% of the target)



A Bold **Safe** Birmingham

Measure: PPS_CP_07 - Number of homes built that are affordable

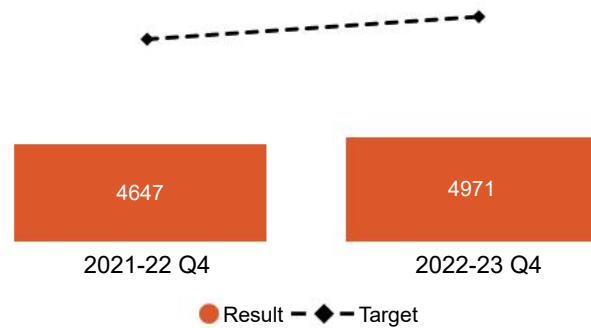
Portfolio: Leader

Directorate: Place, Prosperity & Sustainability

Latest Summary:

| Pref. DoT | Target | Result | DoT | RAG Status | Reporting in Arrears? |
|-----------|--------|--------|----------|------------|-----------------------|
| ▲ | 10773 | 4971 | Improved | R | Year |

PPS_CP_07 - Number of homes built that are affordable



Commentary

There has been an under-delivery of 5,807 affordable dwellings against the cumulative target for 2011-2023 (54% below target). There are variety of reasons for this including development viability, lack of land supply and a lack of public funding for affordable housing schemes.

A Bold **Safe** Birmingham

Measure: PPS_CP_11 - Number of affordable homes reaching Practical Completion through the Birmingham Municipal Housing Trust's direct delivery programme

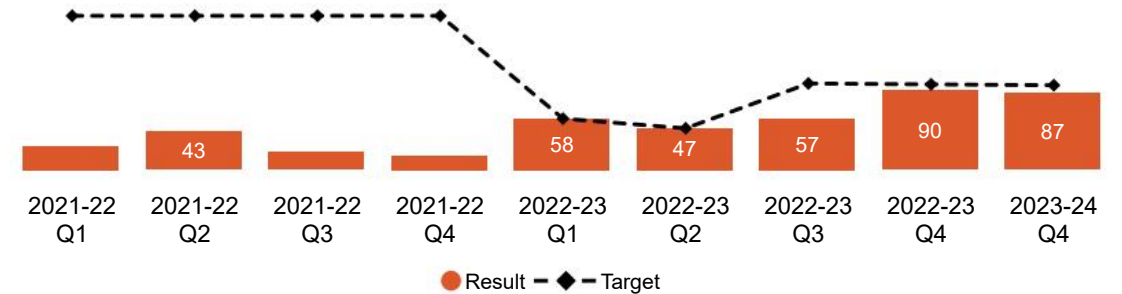
Portfolio: Leader

Directorate: Place, Prosperity & Sustainability

Latest Summary:

| Pref. DoT | Target | Result | DoT | RAG Status |
|-----------|--------|--------|-------|------------|
| ▲ | 96 | 87 | Worse | A |

PPS_CP_11 - Number of affordable homes reaching Practical Completion through the Birmingham Municipal Housing Trust's direct delivery programme



Commentary

Due to contractor delays at Stoney/Bayley 18 of the 39 rent units have been delivered. The remaining 21 units will be completed in 24/25. The remaining five schemes are all on track to complete as planned



A Bold **Safe** Birmingham

Measure: CH_CP_02 - Percentage of Council housing routine repairs completed within 30 days

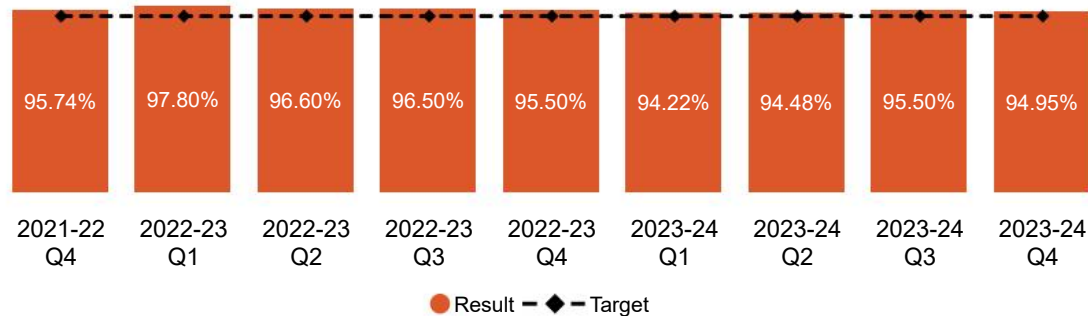
Portfolio: Housing and Homelessness

Directorate: City Housing

Latest Summary:

| Pref. DoT | Target | Result | DoT | RAG Status |
|-----------|--------|--------|--------|------------|
| ▲ | 92.60% | 94.95% | Static | G |

CH_CP_02 - Percentage of Council housing routine repairs completed within 30 days



Commentary

The cumulative quarter four result is 94.95% which is above the contractual target of 92.6% (48468 repairs out of 50975). The result for January was 95.5%, February 94.2% and March 95.1%.

Contractor performance is monitored by our KPI results, daily work in progress alerts and monthly performance meetings which enable us to drill into areas which need targeted attention.

A Bold **Safe** Birmingham

Measure: CH_CP_03 - Households where homelessness is prevented

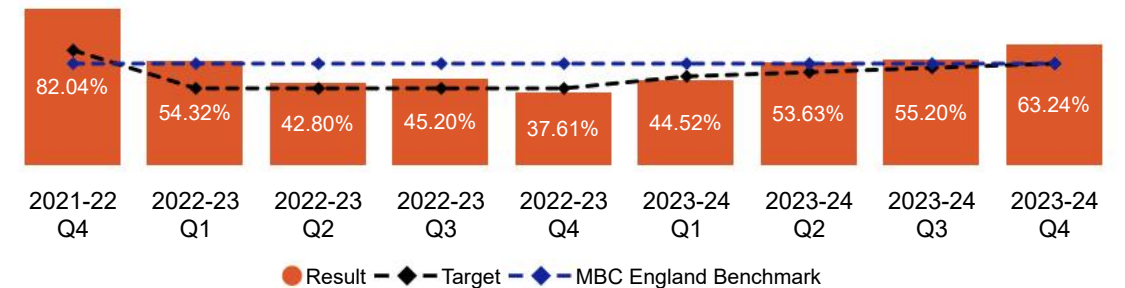
Portfolio: Housing and Homelessness

Directorate: City Housing

Latest Summary:

| Pref. DoT | Benchmark | Target | Result | DoT | RAG Status |
|-----------|-----------|--------|--------|----------|------------|
| ▲ | 53.00% | 53.00% | 63.24% | Improved | G |

CH_CP_03 - Households where homelessness is prevented



Commentary

At the end of Q4, the service achieved the target of 53%. For February 24, 65.3% of homeless applications opened at the prevention stage were successfully prevented from becoming homeless by either maintaining current accommodation or securing alternative accommodation. This is above both the end of year target and national average. As this target will be refreshed for 24/25, Housing Solutions and Support (HSS) will embed the Eyes On pilot into day-to-day/business as usual operations and tighten the level of scrutiny on approval of temporary accommodation even further. It is important to reiterate that the presentations continue to be a challenge and that there is a cohort of individuals who cannot benefit from prevention offer and therefore need to access temporary accommodation offer. HSS will continue to work with Early Intervention & Prevention to pilot a more upstream approach to target families who have not accessed services as yet but might be at risk of tenancy breakdown.



A Bold **Safe** Birmingham

Measure: CH_CP_07 - Total numbers of families in Bed and Breakfast over 6 weeks

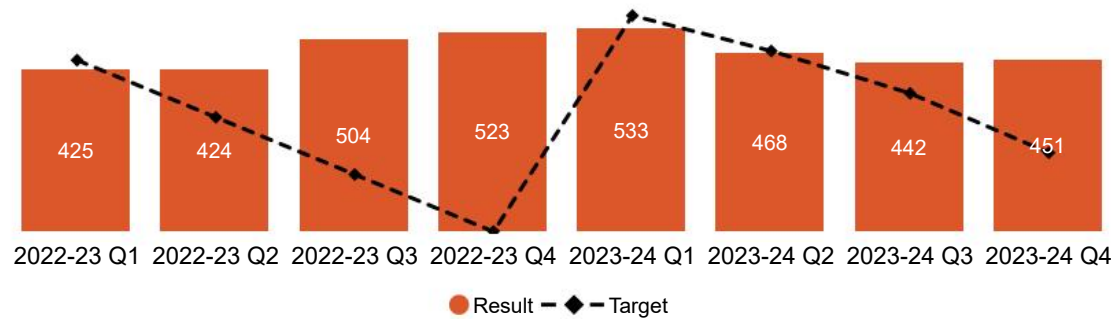
Portfolio: Housing and Homelessness

Directorate: City Housing

Latest Summary:

| Pref. DoT | Target | Result | DoT | RAG Status |
|-----------|--------|--------|-------|------------|
| ▼ | 207 | 451 | Worse | R |

CH_CP_07 - Total numbers of families in Bed and Breakfast over 6 weeks



Commentary

The Temporary Accommodation (TA) Strategy has been reviewed as part of the Improvement and Recovery Plan targets. This reflects the savings required of the service, which is impacted by a reduction in staffing resources, prevention funds and resources for supply. The Property Acquisition Programme, approved by Cabinet in June 2023, should have delivered up to 300 homes p.a. but a review of the Strategy confirms that while a significant proportion has been delivered, other aspects are now not resourced. Alternatives to the Property Acquisition Plan are in development for 2024-25. The service has achieved a reduction in the number of households with dependents over 6 weeks in B&B in the last 12 months, but this is not in line with the reduction target for 2023/24 and demand is 25% higher in 2023 than 2022. Prevention has strengthened, but has not entirely offset the pressure, including high demand over Christmas period. Revised targets are being agreed with DLUHC.



A Bold **Healthy** Birmingham

Measure: SEP_CP_02b - The percentage of NHS Health Checks offered by the total eligible population in the quarter

Portfolio: Health & Social Care

Directorate: Strategy, Equalities & Partnership

Latest Summary:

| Pref. DoT | Benchmark | Target | Result | DoT | RAG Status | Reporting in Arrears? |
|-----------|-----------|--------|--------|----------|------------|-----------------------|
| ▲ | 4.30% | 5.00% | 6.70% | Improved | G | Quarter |

SEP_CP_02b - The percentage of NHS Health Checks offered by the total eligible population in the quarter



Commentary

Plans are in place to undertake an additional procurement process utilising the new Provider Section Regime Direct Award route, to recruit the remaining 20 practices still not contracted to run these services. The Public Health (PH) Team is working closely with Birmingham and Solihull Integrated Care Board and clinical leads to recruit the remaining practices. Should there still be gaps in service provision the PH Team will consider alternative providers for these services.

A Bold **Healthy** Birmingham

Measure: SEP_CP_02a - The number of NHS Health Checks offered by the total eligible population in the quarter

Portfolio: Health & Social Care

Directorate: Strategy, Equalities & Partnership

Latest Summary:

| Pref. DoT | Target | Result | DoT | RAG Status | Reporting in Arrears? |
|-----------|--------|--------|----------|------------|-----------------------|
| ▲ | 14283 | 19225 | Improved | G | Quarter |

SEP_CP_02a - The number of NHS Health Checks offered by the total eligible population in the quarter



Commentary

Plans are in place to undertake an additional procurement process utilising the new Provider Section Regime Direct Award route, to recruit the remaining 20 practices still not contracted to run these services. The Public Health (PH) Team is working closely with Birmingham and Solihull Integrated Care Board and clinical leads to recruit the remaining practices. Should there still be gaps in service provision the PH Team will consider alternative providers for these services.



A Bold **Healthy** Birmingham

Measure: SEP_CP_02c - The number of NHS Health Checks received by the total eligible population in the quarter

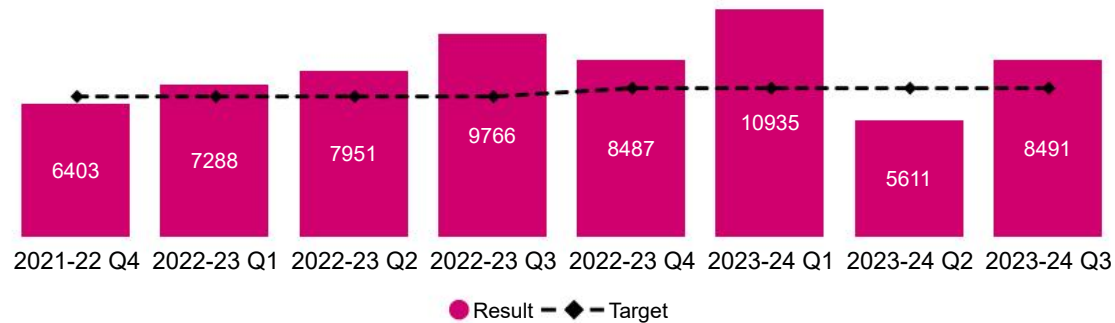
Portfolio: Health & Social Care

Directorate: Strategy, Equalities & Partnership

Latest Summary:

| Pref. DoT | Target | Result | DoT | RAG Status | Reporting in Arrears? |
|-----------|--------|--------|----------|------------|-----------------------|
| ▲ | 7141.5 | 8491 | Improved | G | Quarter |

SEP_CP_02c - The number of NHS Health Checks received by the total eligible population in the quarter



Commentary

We completed a second wave of tendering for the provision of NHS health checks through GP practices in Autumn 2023 and expect performance to increase in the next quarters. We are planning to undertake an additional procurement round in Q1 of 24/25, subject to approvals, utilising the new Provider Selection Regime which will allow us to target areas of poorer service provision more specifically.

A Bold **Healthy** Birmingham

Measure: SEP_CP_02d - The percentage of NHS Health Checks received by the total eligible population in the quarter

Portfolio: Health & Social Care

Directorate: Strategy, Equalities & Partnership

Latest Summary:

| Pref. DoT | Benchmark | Target | Result | DoT | RAG Status | Reporting in Arrears? |
|-----------|-----------|--------|--------|----------|------------|-----------------------|
| ▲ | 1.70% | 2.50% | 3.00% | Improved | G | Quarter |

SEP_CP_02d - The percentage of NHS Health Checks received by the total eligible population in the quarter



Commentary

We completed a second wave of tendering for the provision of NHS health checks through GP practices in Autumn 2023 and expect performance to increase in the next quarters. We are planning to undertake an additional procurement round in Q1 of 24/25, subject to approvals, utilising the new Provider Selection Regime which will allow us to target areas of poorer service provision more specifically.



A Bold **Healthy** Birmingham

Measure: SEP_CP_01 - Proportion of children aged 2-2½yrs receiving ASQ-3 as part of the Healthy Child Programme or integrated review

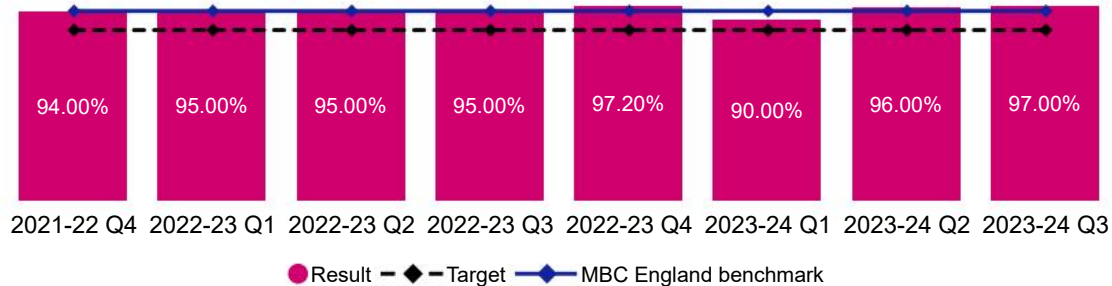
Portfolio: Children, Young People & Families

Directorate: Strategy, Equalities & Partnership

Latest Summary:

| Pref. DoT | Benchmark | Target | Result | DoT | RAG Status | Reporting in Arrears? |
|-----------|-----------|--------|--------|--------|------------|-----------------------|
| ▲ | 94.50% | 85.00% | 97.00% | Static | G | Quarter |

SEP_CP_01 - Proportion of children aged 2-2½yrs receiving ASQ-3 as part of the Healthy Child Programme or integrated review



Commentary

This data relates to 1st October 2023 to 31st December 2023 Q3 2023/24 as it is reported with a quarter lag. The use of the ASQ as part of the delivery of the 2-2.5 year reviews remains consistently above the agreed target due to the model of delivery. With Children Centre staff delivering reviews for families accessing Universal provision, it enables more families to be seen. KPIs for the contract extension are being agreed with the provider and this KPI will remain, as the data for this measure is also requested, monitored and published nationally.

A Bold **Healthy** Birmingham

Measure: CF_CP_17 - Number of individual children attending the Holiday Activities and Food programme

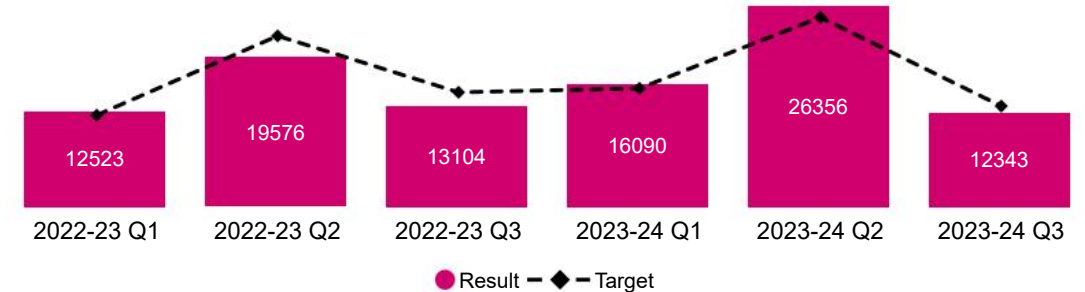
Portfolio: Children, Young People & Families

Directorate: Children & Families

Latest Summary:

| Pref. DoT | Target | Result | DoT | RAG Status | Reporting in Arrears? |
|-----------|--------|--------|-------|------------|-----------------------|
| ▲ | 13195 | 12343 | Worse | A | Quarter |

CF_CP_17 - Number of individual children attending the Holiday Activities and Food programme



Commentary

116 different organisations delivered 173 winter holiday clubs achieving good sufficiency across the City in line with number of eligible young people in each area. Specialist providers continue to engage young people with SEND, vulnerable and at risk groups. We engaged 12,343 eligible young people in our winter provision. 90% of whom are eligible for benefits related free school meals. The programme generated 46,222 attendances. SEND engagement remain positive at 11%. Although this is down from summer 2023, it is slightly higher than winter 2022 which is a more comparable programme.



A Bold **Healthy** Birmingham

Measure: CO_CP_19 - Number of physical activity interventions delivered by The Active Wellbeing Society (TAWS) across various programmes including Active Parks, Active Streets, the Run Project and Virtual Activities

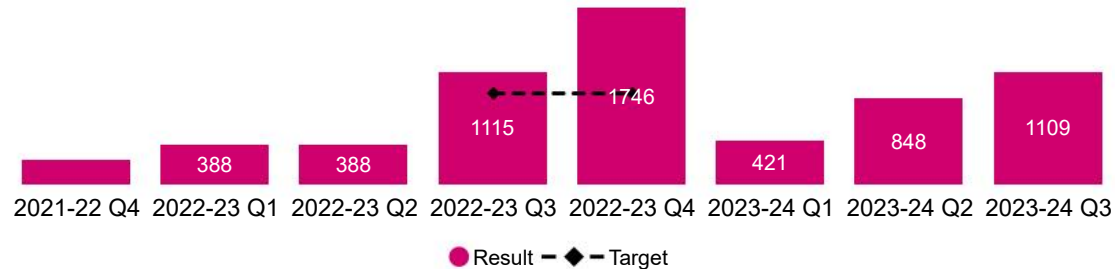
Portfolio: Health & Social Care

Directorate: City Operations

Latest Summary:

| Pref. DoT | Target | Result | DoT | Reporting in Arrears? |
|-----------|--------|--------|--------|-----------------------|
| ▲ | N/A | 1109 | Static | Quarter |

CO_CP_19 - Number of physical activity interventions delivered by The Active Wellbeing Society (TAWS) across various programmes including Active Parks, Active Streets, the Run Project and Virtual Activities



Commentary

Reported one quarter in arrears. The year-to-date (01/04/2023 - 31/12/2023) result is 1,109, which has already exceeded the annual year-end target of 790. TAWS proactively collaborates with stakeholders to drive positive change. Their strategy involves co-designing and co-producing interventions with communities, local organisations, charities, religious institutions, grassroots leaders, schools, and Primary Care Networks. This collaborative effort aims to create sustainable impact across all communities. In 2023-24 so far, TAWS facilitated approx. 27,000 participations in physical and social activities by people in the top 40% most deprived areas of the city, and 18,000 participations were from ethnically diverse backgrounds. These activities encompass cycle training, led bike rides, bike giveaways, family events, and green projects. Notably, 4,700 participations involved adults and children from a Pakistani background. NB: direction of travel compares against same quarter last year.

A Bold **Healthy** Birmingham

Measure: CO_CP_20 - Number of children and adult visits utilising the Be Active free leisure offer across all Birmingham Wellbeing and Leisure Centres

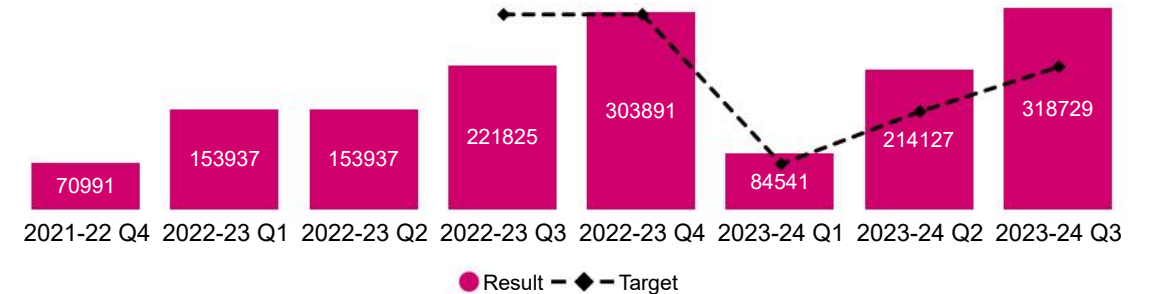
Portfolio: Health & Social Care

Directorate: City Operations

Latest Summary:

| Pref. DoT | Target | Result | DoT | RAG Status | Reporting in Arrears? |
|-----------|--------|--------|----------|------------|-----------------------|
| ▲ | 219000 | 318729 | Improved | G | Quarter |

CO_CP_20 - Number of children and adult visits utilising the Be Active free leisure offer across all Birmingham Wellbeing and Leisure Centres



Commentary

KPI reported one quarter in arrears. The year-to-date (01/04/2023 - 31/12/2023) result is 318,729 which has surpassed the target of 219,000 for this period. This has been another strong return for the Quarter 3 period. A contributing factor to these numbers is due to more accurate reporting of Be Active usage which is a really positive step moving forward. There are fluctuations in delivery throughout the year based on seasonal and sector trends, therefore performance is focused on achieving the year-end target rather than quarterly milestones; however, performance to date already exceeds the year-end target (300,000). NB: Direction of travel (DoT) status compares against same quarter last year.



A Bold **Healthy** Birmingham

Measure: ASC_CP_06 - The percentage of people who receive Adult Social Care in their own home

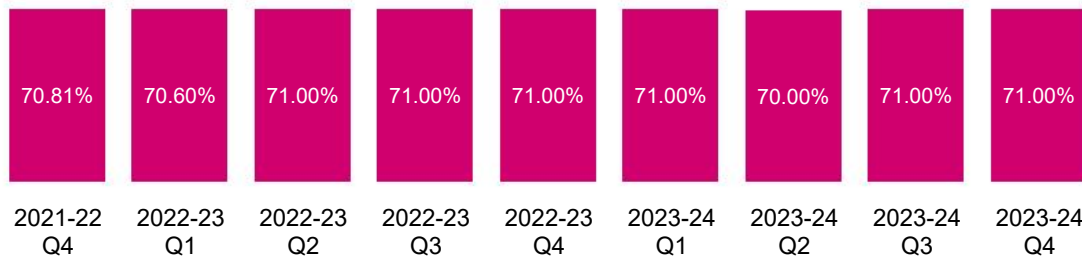
Portfolio: Health & Social Care

Directorate: Adult Social Care

Latest Summary:

| Pref. DoT | Target | Result | DoT | Reporting in Arrears? |
|-----------|--------|--------|--------|-----------------------|
| ▲ | N/A | 71.00% | Static | Month |

ASC_CP_06 - The percentage of people who receive Adult Social Care in their own home



Commentary

This quarter the result has remained stable at 71%. We will always seek to support as many people as we can to receive care at home, but we can only do this when it is safe and will meet people's needs within the framework set by the Care Act 2014. Over the last quarter, our social work teams in the Hospital and Discharge to Assess services experienced winter pressures, which can increase the level of need people have on discharge, and the pressure on our teams to support them. These teams follow a "home first" policy where they support citizens to return home after stays in hospital wherever possible.

A Bold **Healthy** Birmingham

Measure: ASC_CP_07 - Percentage/Proportion of clients discharged into Pathway 0 & Pathway 1

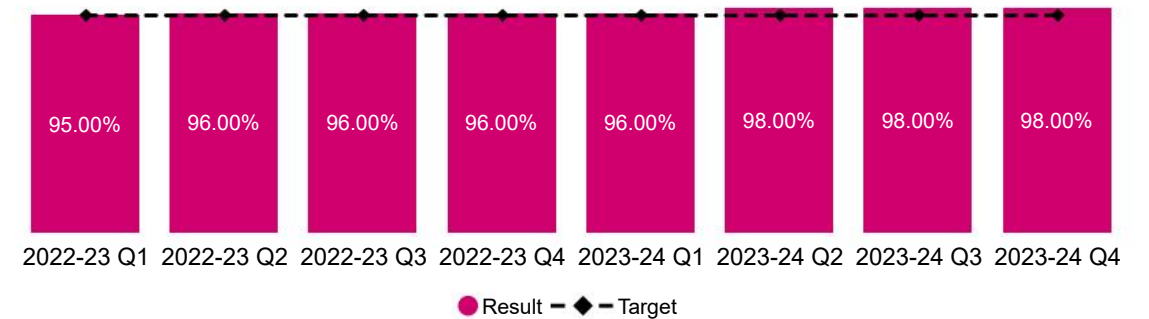
Portfolio: Health & Social Care

Directorate: Adult Social Care

Latest Summary:

| Pref. DoT | Target | Result | DoT | RAG Status |
|-----------|--------|--------|--------|------------|
| ▲ | 95.00% | 98.00% | Static | G |

ASC_CP_07 - Percentage/Proportion of clients discharged into Pathway 0 & Pathway 1



Commentary

This quarter we have continued to exceed the target of 95% with a result of 98%. Our social work teams in the Hospital and Discharge to Assess service, working with our partners in the NHS, are continuing to perform above the target despite this experiencing winter pressures for some of this quarter, which increases the number of people our teams are supporting through discharge, and can mean that they are presenting with higher levels of need. Our teams continue to follow our home first principle where we actively work to move citizens from acute and community hospital beds into their own homes and provide the care to ensure that they are in the right place, at the right time to meet their needs.



A Bold Green Birmingham

Measure: CO_CP_22 - Level of street cleanliness as assessed by the Land Audit Management System (LAMS)

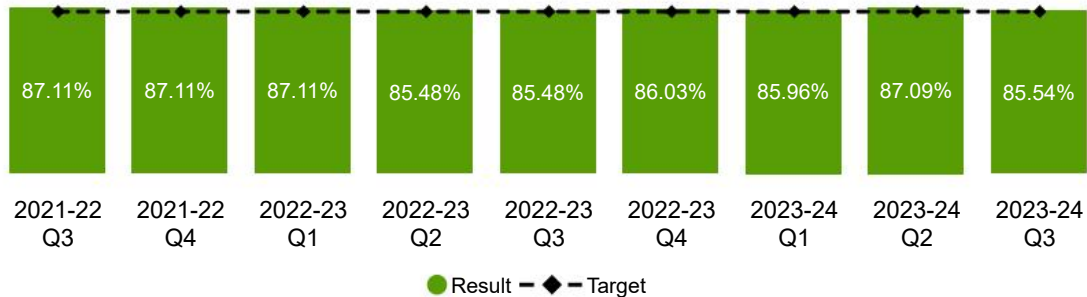
Portfolio: Environment

Directorate: City Operations

Latest Summary:

| Pref. DoT | Target | Result | DoT | RAG Status | Reporting in Arrears? |
|-----------|--------|--------|--------|------------|-----------------------|
| ▲ | 85.00% | 85.54% | Static | G | Quarter |

CO_CP_22 - Level of street cleanliness as assessed by the Land Audit Management System (LAMS)



Commentary

KPI reported one quarter in arrears. The year-to-date (01/04/2023 – 31/12/2023) result is 85.54% which has exceeded the target of 85.00%. Short-term internal funding has enabled the Street Cleansing department to operate additional teams and projects (Love Your Street, Love Your Environment and Mobile Household Recycling crews) alongside regular scheduled street cleaning operations. These teams focus on the city's most affected areas, particularly the top 15 inner-city wards. This has led to more frequent cleansing of various city areas and features, including carriageways, road channels, precincts, shopping areas, grassed areas and the regular emptying of litter bins and weed removal. The department is reporting fewer complaints and positive initial results regarding city cleanliness. The service is on track to achieve the 85% year-end target. However, next year's budget savings may shift the service from proactive to reactive, potentially affecting this KPI.

A Bold Green Birmingham

Measure: CO_CP_23 - Recycling, Reuse, and Green Waste (both with and without bottom ash)

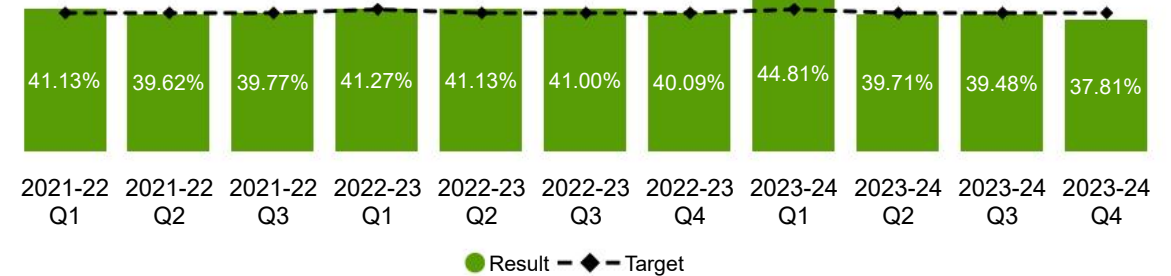
Portfolio: Environment

Directorate: City Operations

Latest Summary:

| Pref. DoT | Target | Result | DoT | RAG Status | Reporting in Arrears? |
|-----------|--------|--------|-------|------------|-----------------------|
| ▲ | 40.00% | 37.81% | Worse | R | Month |

CO_CP_23 - Recycling, Reuse, and Green Waste (both with and without bottom ash)



Commentary

Reported in arrears. Year-to-date (01/04/2023 – 29/02/2024) estimated result (37.81%) hasn't achieved the year-to-date target (40%). Out of the 413,968 tonnes of waste disposed year-to-date, 156,537 were reused, recycled, or composted. Dec-Feb saw a reduction in material arising at household recycling centres. This, alongside high contamination levels in kerbside dry mixed recycling and the seasonal reduction in green waste, has reduced recycling performance. The service will continue to send post-incineration metals and ash from the Tyseley Energy Recovery Facility (ERF) and alternate ERFs for recycling. Year-to-date (01/04/2023 – 29/02/2024), 9,385 tonnes of post-incineration metals and 57,613 tonnes of post-incineration ash have been sent for recycling. The year-to-date estimated result (excluding bottom ash) is 23.49%. The Council will review its broader Waste Strategy and longer term strategic aims. NB: Direction of travel (DoT) status compares against same quarter last year.



A Bold Green Birmingham

Measure: CO_CP_24 - Percentage of waste presented to landfill

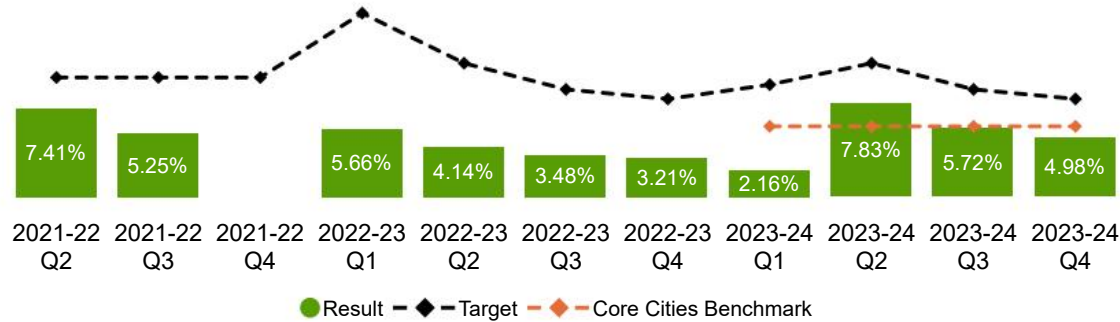
Portfolio: Environment

Directorate: City Operations

Latest Summary:

| Pref. DoT | Benchmark | Target | Result | DoT | RAG Status | Reporting in Arrears? |
|-----------|-----------|--------|---------|-------|------------|-----------------------|
| ▼ | 5.90% | 8.20% | ▲ 4.98% | Worse | G | Month |

CO_CP_24 - Percentage of waste presented to landfill



Commentary

Reported in arrears. The year-to-date (01/04/2023 – 29/02/2024) estimated result is 4.98%, exceeding the target of 8.20%. The target is profiled to account for a planned maintenance shutdown of the Tyseley Energy Recovery Facility (ERF) in June. Out of the estimated 413,968 tonnes of waste disposed year-to-date, only 20,610 tonnes were landfilled. No waste was sent directly to landfill in February, only ash from the Tyseley ERF and materials sent for recycling that were rejected during the recycling process, were sent to landfill in February. The service will continue to make best use of available alternative ERFs that recycle their post-incineration ash output, minimising the need for landfill. Year-to-date (01/04/2023 – 29/02/2024), 11,782 tonnes of waste have been diverted from landfill to alternative ERFs. NB: Direction of travel (DoT) status compares against same quarter last year.

A Bold Green Birmingham

Measure: CO_CP_25 - Percentage of offensive/racist graffiti incidents cleared within SLA by Street Cleansing

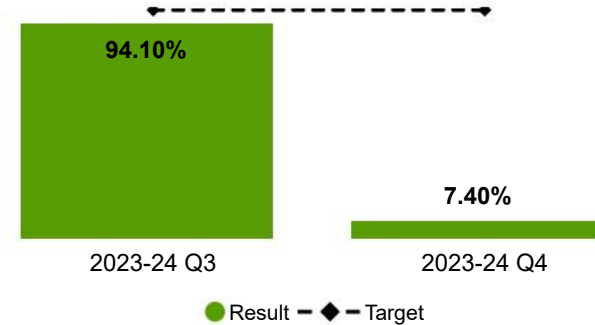
Portfolio: Environment

Directorate: City Operations

Latest Summary:

| Pref. DoT | Target | Result | DoT | RAG Status |
|-----------|---------|---------|-------|------------|
| ▼ | 100.00% | ▲ 7.40% | Worse | R |

CO_CP_25 - Percentage of offensive/racist graffiti incidents cleared within SLA by Street Cleansing



Commentary

The Quarter 4 (01/01/2024 to 31/03/2024) result is 7.4% which has not achieved the target of 100%. This data is taken from the system MAPPS. Although the data states 7.4% graffiti incidents have been completed within 24 hours, not all graffiti is reported this way. In Quarter 4, 315 Offensive incidents of graffiti were reported via email or telephone call and all 315 were removed within 24 hours of reporting.

NB: The result is based on the number of graffiti reports uploaded to MAPPSS only. Going forward, in order to accurately monitor all offensive graffiti reports, all reports via email and telephone will now be uploaded onto MAPPSS.



A Bold Green Birmingham

Measure: CO_CP_26 - Actual missed collections

Portfolio: Environment

Directorate: City Operations

Latest Summary:

| Pref. DoT | Target | Result | DoT | RAG Status |
|-----------|--------|--------|-----|------------|
| ▼ | N/A | ▲ NYD | N/A | NYD |

CO_CP_26 - Actual missed collections

Commentary

The actual missed collections KPI has not yet been developed because we do not have full device usage across all residual, recycling and garden crews. As part of the emerging transformation plan, this KPI is under review and will be aligned to the plan.

The transformation plan also includes the simplification of our existing IT infrastructure, and we will replace multiple old unsupported systems with one fit for purpose modern system. This will increase stability of the overall platform and provide many additional benefits such as improved real time business intelligence, allowing performance data to be more widely available.

A Bold Green Birmingham

Measure: CO_CP_21a - Reported missed collections per 100k collections scheduled

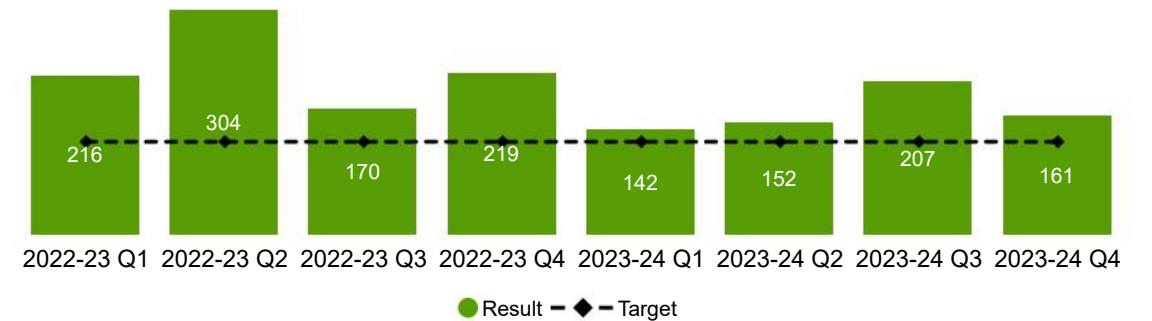
Portfolio: Environment

Directorate: City Operations

Latest Summary:

| Pref. DoT | Target | Result | DoT | RAG Status |
|-----------|--------|--------|----------|------------|
| ▼ | 126 | 161 | Improved | A |

CO_CP_21a - Reported missed collections per 100k collections scheduled



Commentary

The Quarter 4 (01/01/2024 - 31/03/2024) result is 161 which has not achieved the target of 126.

In Quarter 4 2023, there were 6.98 million collections scheduled, of which there were 7,330 reported missed residual collections and 3,941 reported missed recycling collections.

The improvement of waste collection services is an integral part of the wider Street Scene Transformation programme. Early signs of improvement to collection reliability have faltered due to the implementation of budget savings to remove early starts, reduce agency staff providing cover and the taking of annual leave towards the end of the financial year.



A Bold Green Birmingham

Measure: PPS_CP_05 - Percentage increase in the number of trips taken by bicycle per annum

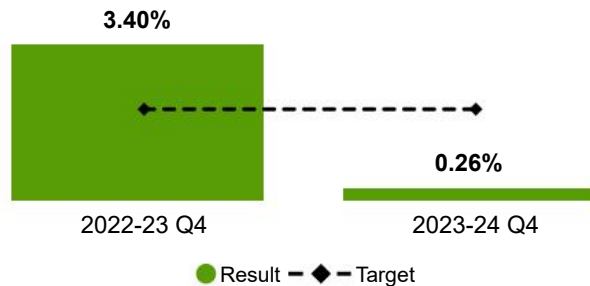
Portfolio: Transport

Directorate: Place, Prosperity & Sustainability

Latest Summary:

| Pref. DoT | Target | Result | DoT | RAG Status |
|-----------|--------|--------|-------|------------|
| ▲ | 2.00% | 0.26% | Worse | R |

PPS_CP_05 - Percentage increase in the number of trips taken by bicycle per annum



Commentary

The cycling indicator is drawn from data collected at 119 locations across the city, normal roads and dedicated on/ off road cycle infrastructure. The result is calculated comparing the total in 2022/3 and 2023/4, increase of 0.26% and we counted 2.39 million cyclists in 2023/4.

This target was not met due to :-

- Commonwealth Games in July / August 2022. 50,000 extra cyclists were seen in the data in this Commonwealth period compared to the same period in 2023/24. If July and August are removed from the analysis, growth of roughly 3% is seen.
- Works ongoing in the city, particularly relating to HS2 and Dudley Road have meant that there has been a small drop in cycling in these locations
- Weather patterns affect the data on a year to year basis, but the differences in the past year were not that significant.



A Bold Green Birmingham

Measure: PPS_CP_08 - Percentage of vehicles (passenger car - M1) entering Clean Air Zone that meet the emissions standards of the zone

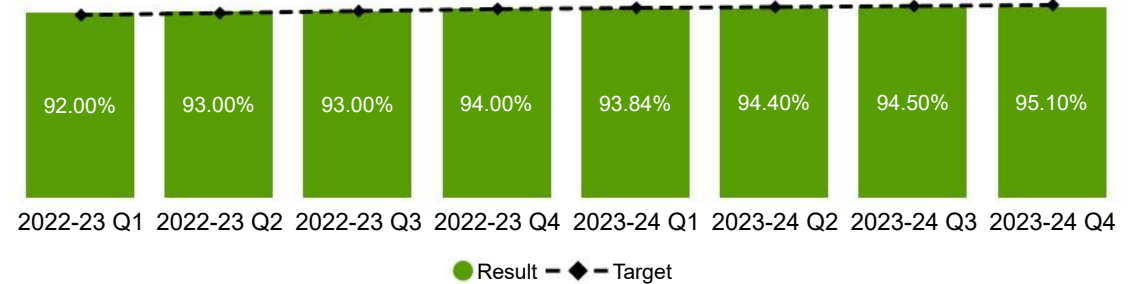
Portfolio: Transport

Directorate: Place, Prosperity & Sustainability

Latest Summary:

| Pref. DoT | Target | Result | DoT | RAG Status |
|-----------|--------|--------|--------|------------|
| ▲ | 96.00% | 95.10% | Static | A |

PPS_CP_08 - Percentage of vehicles (passenger car - M1) entering Clean Air Zone that meet the emissions standards of the zone



Commentary

For the final quarter of FY23/24 the rate of compliance for passenger vehicles was 95.1%. This is marginally below the target of 96% albeit that the overall trend is that compliance for this vehicle category continues to improve. Similarly, since the introduction of the scheme in June 2021 the actual volume of non-compliant vehicles has reduced by almost 64% (i.e. from 11,344 June 2021 to 4,131 Feb 2024). At the same time the overall volume of all passenger vehicles entering the Zone has increased by 7% (from 77,391 in June 2021 to 82,893 in Feb 2024).

Becoming a Well Run Council

Measure: CM_OH_03 - Council tax collection rate

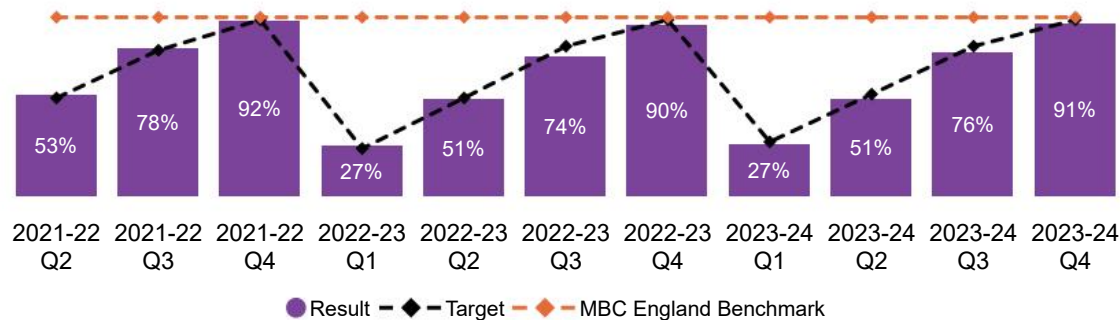
Portfolio: Finance & Resources

Directorate: Council Management

Latest Summary:

| Pref. DoT | Benchmark | Target | Result | DoT | RAG Status |
|-----------|-----------|--------|--------|--------|------------|
| ▲ | 94.09% | 92.75% | 90.91% | Static | A |

CM_OH_03 - Council tax collection rate



Commentary

The official year end Council Tax collection rate was 1.85% higher than last year although below the Service target. The Service collected an additional £31 million over the same period. The Service has a backlog of recovery work as a result of Oracle legacy issues but is currently recruiting additional resource to improve collection rates and ensure next year's target is met.

NB: Direction of travel (DoT) status compares against the same quarter last year.

Becoming a Well Run Council

Measure: CM_OH_04 - Business rates collection rate (as % of due in entire year)

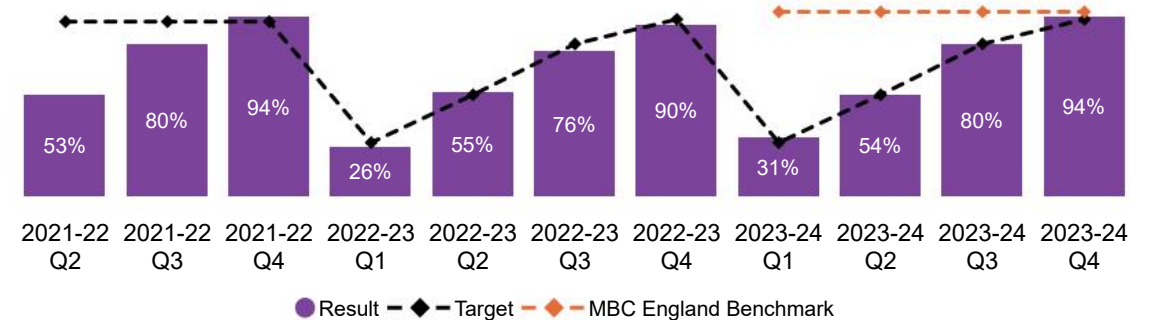
Portfolio: Finance & Resources

Directorate: Council Management

Latest Summary:

| Pref. DoT | Benchmark | Target | Result | DoT | RAG Status |
|-----------|-----------|--------|--------|----------|------------|
| ▲ | 96.92% | 93.00% | 94.15% | Improved | G |

CM_OH_04 - Business rates collection rate (as % of due in entire year)



Commentary

The Business Rates collection rate KPI achieved its year end target and exceeded last year's collection rate by 6.53%, collecting an additional £16.4 million in the process. It is difficult to draw comparisons between 2023/24 and previous years due to the impact of the Oracle transformation and the Business Rates national revaluation that has taken place since then.

NB: Direction of travel (DoT) status compares against the same quarter last year.



Becoming a Well Run Council

Measure: CM_OH_05 - % of housing rents collected

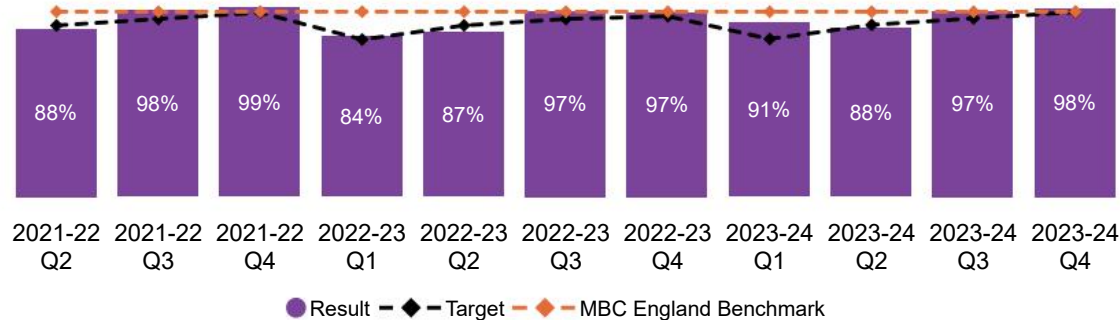
Portfolio: Finance & Resources

Directorate: Council Management

Latest Summary:

| Pref. DoT | Benchmark | Target | Result | DoT | RAG Status |
|-----------|-----------|--------|--------|--------|------------|
| ▲ | 97.00% | 96.80% | 98.34% | Static | G |

CM_OH_05 - % of housing rents collected



Commentary

Having started the year with £18.1m arrears, the service collected an extra £2.7m over the yearly debit (£275m) which is the biggest reduction in over 12 years. The target of 96.8% was exceeded and reached 98.34%.

NB: Direction of travel (DoT) status compares against the same quarter last year.

Becoming a Well Run Council

Measure: CM_OH_07 - Number of customers registering satisfaction with the Council (Contact Centre Survey)

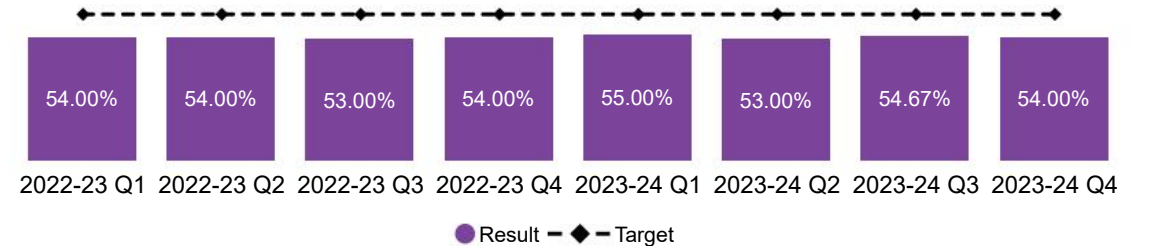
Portfolio: Deputy Leader

Directorate: Council Management

Latest Summary:

| Pref. DoT | Target | Result | DoT | RAG Status |
|-----------|--------|--------|--------|------------|
| ▲ | 64.00% | 54.00% | Static | R |

CM_OH_07 - Number of customers registering satisfaction with the Council (Contact Centre Survey)



Commentary

The average result for Q4 was: 54%. Overall Customer Satisfaction Score (CSAT) of 54% (vs. 64% target) is based on 5,643 responses, while agent willingness (AW) was 82% vs 83% target. This demonstrates that, whilst overall CSAT is low, the Contact Centre generally does everything they can to resolve the issue for the citizen. The feedback we receive, for example, are frustrations with incomplete repairs, Penalty Charge Notices, lack of housing, and ongoing missed refuse collections.

Breakdown of top services: Housing Repairs (1,197): 48% CSAT, 84% AW | Revenues (758): 62% CSAT, 85% AW | Tenancy Estate Management (657): 71% CSAT, 74% AW | Brum Account (659): 62% CSAT (Chat only) | Clean Air Zone (300): 23% CSAT, 60% AW | Housing Solutions (428): 46% CSAT, 72% AW | Contact Us / Switchboard (264): 55% CSAT, 74% AW | School Admissions (248): 63% CSAT, 84% AW | Waste Management (306): 46% CSAT, 89% AW | Benefits (156): 60% CSAT, 84% AW



Becoming a Well Run Council

Measure: CM_OH_09 - Complaints received per 1,000 residents

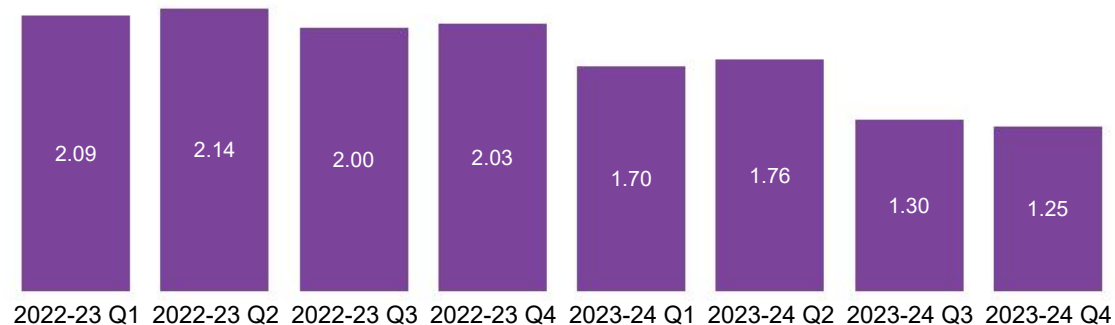
Portfolio: Deputy Leader

Directorate: Council Management

Latest Summary:

| Pref. DoT | Target | Result | DoT |
|-----------|--------|--------|----------|
| ▼ | N/A | 1.25 | Improved |

CM_OH_09 - Complaints received per 1,000 residents



Commentary

The Q4 complaints per 1,000 has decreased for the fourth quarter of this financial year to 1.25 against a benchmark for this measure of 2.0.

NB: Direction of travel (DoT) status compares against same quarter last year.

Becoming a Well Run Council

Measure: CM_OH_08 - % of customer / citizen complaints responded to within SLA

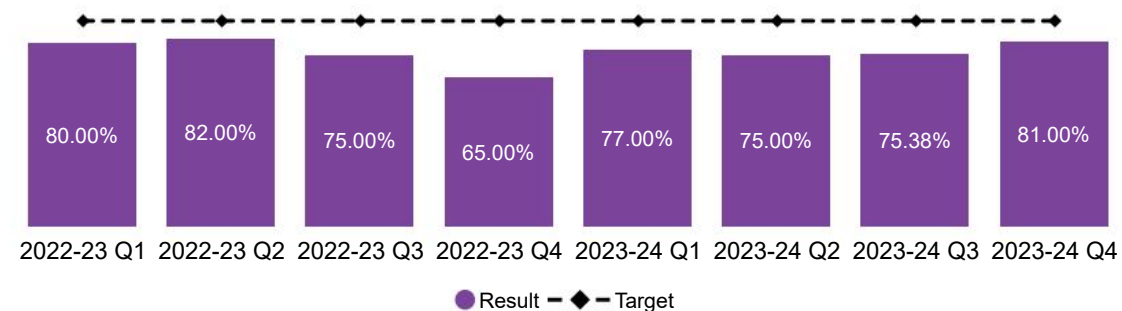
Portfolio: Deputy Leader

Directorate: Council Management

Latest Summary:

| Pref. DoT | Target | Result | DoT | RAG Status |
|-----------|--------|--------|----------|------------|
| ▲ | 90.00% | 81.00% | Improved | R |

CM_OH_08 - % of customer / citizen complaints responded to within SLA



Commentary

Average service level agreement (SLA) for complaints being responded to within 15 working days for Q4 was 81% compared to Q3 which closed at 75% but, during the quarter, complaints have been reclassified and results for this method of calculation is 79%. 5 Directorates achieved within the 5% tolerance of the 90% SLA target (Children & Families (86%), City Operations (91%), Council Management (90%), Place, Prosperity and Sustainability (95%), and Strategy, Equality and Partnerships (100%)).

Q4 has seen City Operations complaints decrease by 278 complaints to 1,725 (2,003 in Q3) mainly from a large decrease in missed collection complaints which saw a reduction of 45% from Q3. Although City Housing saw an increase of 143 complaints (1604 in Q3 vs. 1,747 in Q4) saw its best SLA to date since start of the recovery plan.



Becoming a Well Run Council

Measure: CM_OH_11 - % of ombudsmen complaints upheld

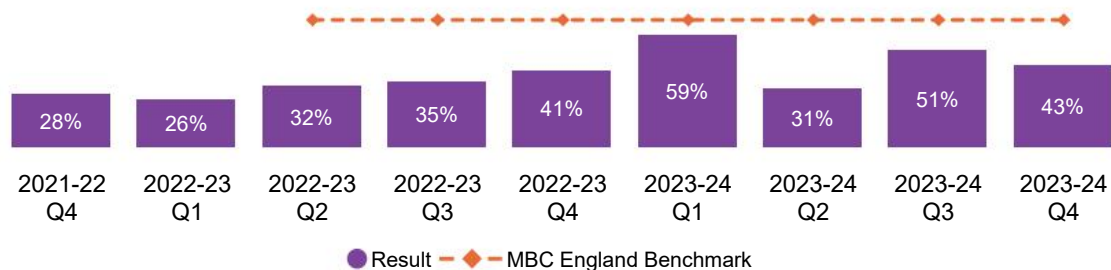
Portfolio: Deputy Leader

Directorate: Council Management

Latest Summary:

| Pref. DoT | Benchmark | Target | Result | DoT |
|-----------|-----------|--------|--------|----------|
| ▼ | 67.00% | ▲ N/A | 43.00% | Improved |

CM_OH_11 - % of ombudsmen complaints upheld



Commentary

The number of matters (126) received during this period has increased since the previous quarter (89). The Housing Directorate continues to receive the highest number of complaints in comparison to other directorates. We saw an increase in the number of matters closed during this quarter, from 43 to 74. This quarter saw a decrease in the number of matters that were upheld in comparison to the previous quarter, from 51% vs. 43%.

Becoming a Well Run Council

Measure: CM_OH_12 - Level of borrowing (this is the amount of the Council's budget that funds debt per annum, the aim is to reduce this percentage)

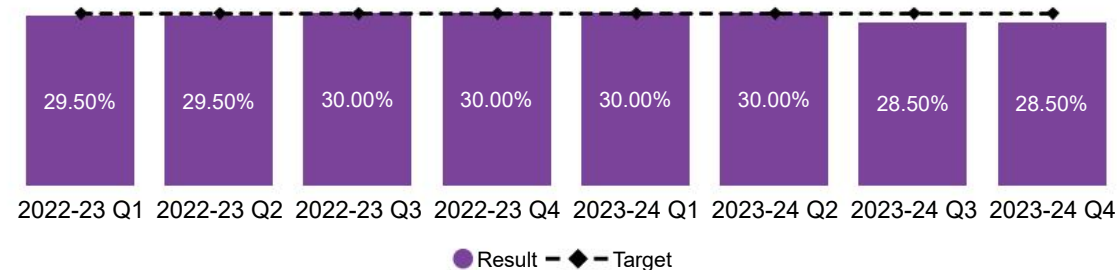
Portfolio: Finance & Resources

Directorate: Council Management

Latest Summary:

| Pref. DoT | Target | Result | DoT | RAG Status |
|-----------|--------|--------|--------|------------|
| ▼ | 30.00% | 28.50% | Static | G |

CM_OH_12 - Level of borrowing (this is the amount of the Council's budget that funds debt per annum, the aim is to reduce this percentage)



Commentary

The Council faces significant structural financial challenges which are being addressed as part of the 2024/25 and 2025/26 budget setting process. At Q3 it projected that costs will be kept below the target. There were risks in Q4 as there were pending borrowing requirements and a potential rise in rates of a premium from any Exceptional Financial Support and lack of alternatives to Public Works Loan Board (PWLB) lending. There were a lack of alternatives and the Council did borrow from PWLB in January and March. However it was not subject to the premium at this stage but is expected to be in future years. Note that the result is provisional as is a function of the Outturn position which is yet to be finalised - (this should be finalised when we send provisional outturn to Cabinet - planned for July Cabinet). However the KPI is expected to be within target.



Becoming a Well Run Council

Measure: CM_OH_16a - Level of general fund reserves (unearmarked reserves) - %

Portfolio: Finance & Resources

Directorate: Council Management

Latest Summary:

| Pref. DoT | Target | Result | DoT |
|-----------|--------|--------|-------|
| ▲ | 4.50% | 4.02% | Worse |

CM_OH_16a - Level of general fund reserves (unearmarked reserves) - %



Commentary

The Council faces significant structural financial challenges which are being addressed as part of the 2024/25 and 2025/26 budget setting process. Whilst the 2022/23 outturn has not yet been approved by Cabinet and the 2023/24 outturn has not been completed, the value of the General Fund Balance is expected to remain at £38.382m. As the net budget for 2023/24 is £955.730m (restated value as described in budget setting report approved by Cabinet and Full Council in March 2024), this gives a percentage of 4.02% for 2023/24. The Council increased the value of the General Fund Balance up to 5.0% of the net budget as part of setting the budget for 2024/25, and plans maintain it at 5.0% for future years at the request of the Section 151 Officer.

NB: Direction of travel (DoT) status compares against the same quarter last year.

Becoming a Well Run Council

Measure: CM_OH_13 - Health and Safety - HSE notifiable instances

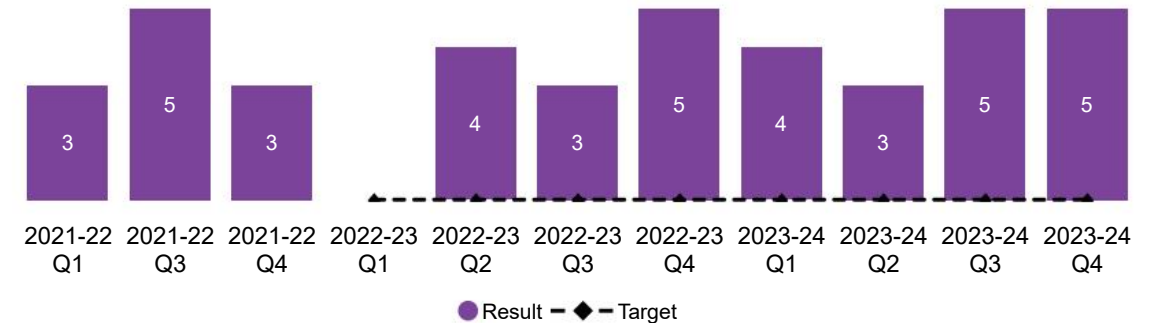
Portfolio: Leader

Directorate: Council Management

Latest Summary:

| Pref. DoT | Target | Result | DoT | RAG Status |
|-----------|--------|--------|--------|------------|
| ▼ | 0.00 | 5 | Static | R |

CM_OH_13 - Health and Safety - HSE notifiable instances



Commentary

The number of Reporting of Injuries, Diseases and Dangerous Occurrences Regulations (RIDDOR) incidents reported for the period remain at low levels and within historic ranges. The bulk of RIDDORs continue to be related to one of this quarter's entries related to over 7 day absences because of specified injuries (e.g. a break or fracture) which is a positive indicator on severity. As always, there are many variables associated to the figures, some of which are outside of the Council's control and so not readily preventable, though associated risk assessments are reviewed in response to receiving a report and any further mitigations considered as necessary.



Becoming a Well Run Council

Measure: CM_OH_14a - Staff Absence: (a) Short-term absence rate

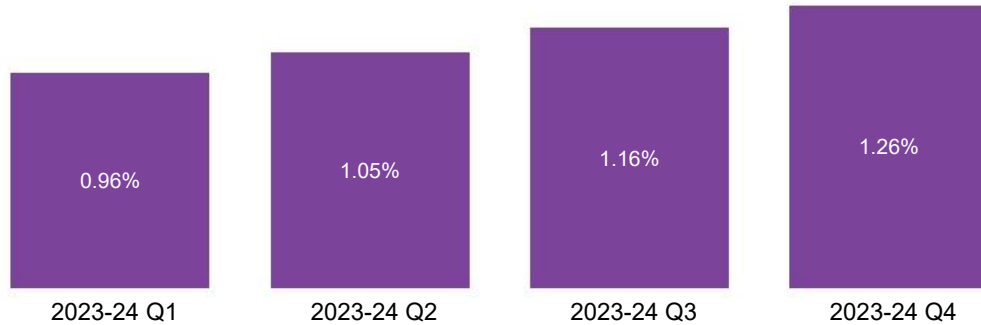
Portfolio: Leader

Directorate: Council Management

Latest Summary:

| Pref. DoT | Target | Result | DoT |
|-----------|--------|--------|-------|
| ▼ | N/A | 1.26% | Worse |

CM_OH_14a - Staff Absence: (a) Short-term absence rate



Commentary

Short-term absence rate is measured as "19 Work Days or less" and is calculated as 'Work Days Lost in Period/Possible Work Days by FTE count'. Q4 result is 1.26% which is a small increase on the 1.16% reported last quarter.

Overall absence rate (short- and long-term) is 4.48% for Q4.

Becoming a Well Run Council

Measure: CM_OH_14b - Staff Absence: (b) Long-term absence rate

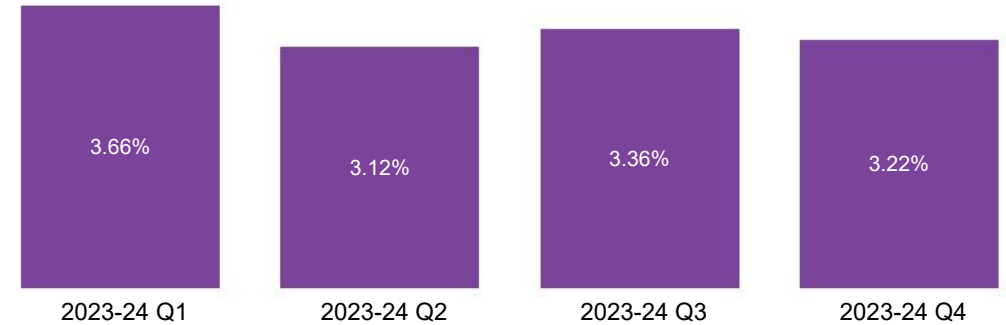
Portfolio: Leader

Directorate: Council Management

Latest Summary:

| Pref. DoT | Target | Result | DoT |
|-----------|--------|--------|----------|
| ▼ | N/A | 3.22% | Improved |

CM_OH_14b - Staff Absence: (b) Long-term absence rate



Commentary

Long-term absence rate is measured as "20 Work Days or more" and is calculated as 'Work Days Lost in Period/Possible Work Days by FTE count'. Q3 result is 3.22% which is a small decrease on the 3.36% recorded last quarter.

Long Term absence remains higher than short term absence, and focus is being brought to the reduction in absence levels with additional temporary roles in the advisory team commencing in the next quarter to support the attempt to reduce the absence levels.

Overall absence rate (short- and long-term) is 4.48% for Q4.



Becoming a Well Run Council

Measure: CM_OH_15a - Proportion of top 5% per cent earners who are women

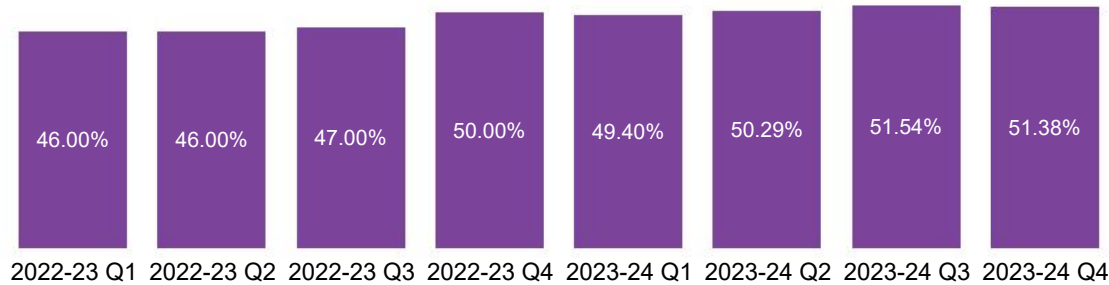
Portfolio: Leader

Directorate: Council Management

Latest Summary:

| Pref. DoT | Target | Result | DoT |
|-----------|--------|--------|--------|
| ▲ | N/A | 51.38% | Static |

CM_OH_15a - Proportion of top 5% per cent earners who are women



Commentary

51.38% of the top 5% of earners (508 people) are women (261 people) compared to 51.54% in the previous quarter. Overall Council headcount = 9,882. Overall Council Full Time Employees = 8668.32.

Becoming a Well Run Council

Measure: CM_OH_15b - Proportion of top 5% per cent earners who are from an ethnic minority

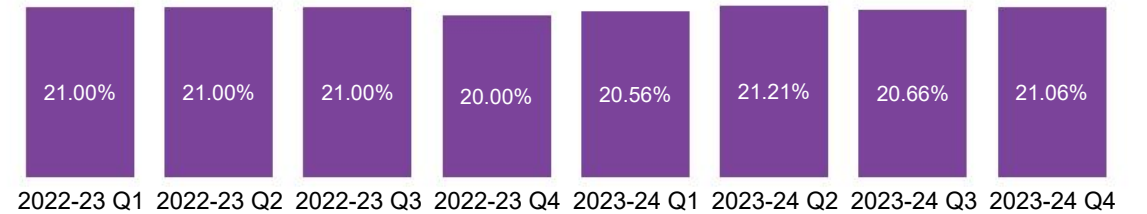
Portfolio: Leader

Directorate: Council Management

Latest Summary:

| Pref. DoT | Target | Result | DoT |
|-----------|--------|--------|--------|
| ▲ | N/A | 21.06% | Static |

CM_OH_15b - Proportion of top 5% per cent earners who are from an ethnic minority



Commentary

21.06% of the top 5% of earners (508 people) are from an ethnic minority (107 people) compared to 20.66% in the previous quarter. Overall Council headcount = 9,882. Overall Council Full Time Employees = 8668.32.



Becoming a Well Run Council

Measure: CM_OH_15c - Proportion of top 5% per cent earners who have a disability

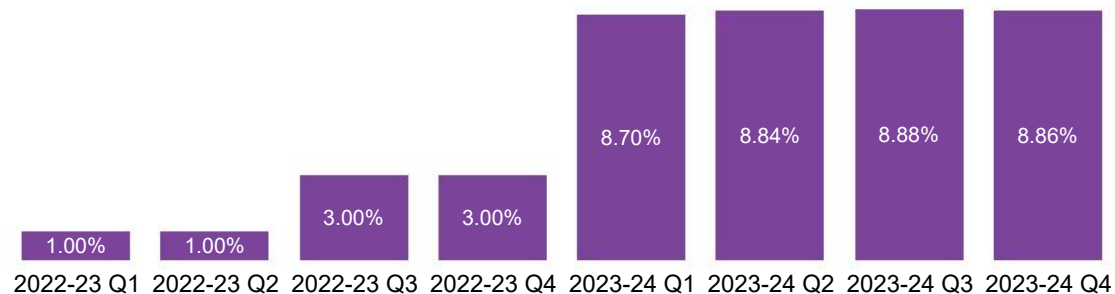
Portfolio: Leader

Directorate: Council Management

Latest Summary:

| Pref. DoT | Target | Result | DoT |
|-----------|--------|--------|--------|
| ▲ | N/A | 8.86% | Static |

CM_OH_15c - Proportion of top 5% per cent earners who have a disability

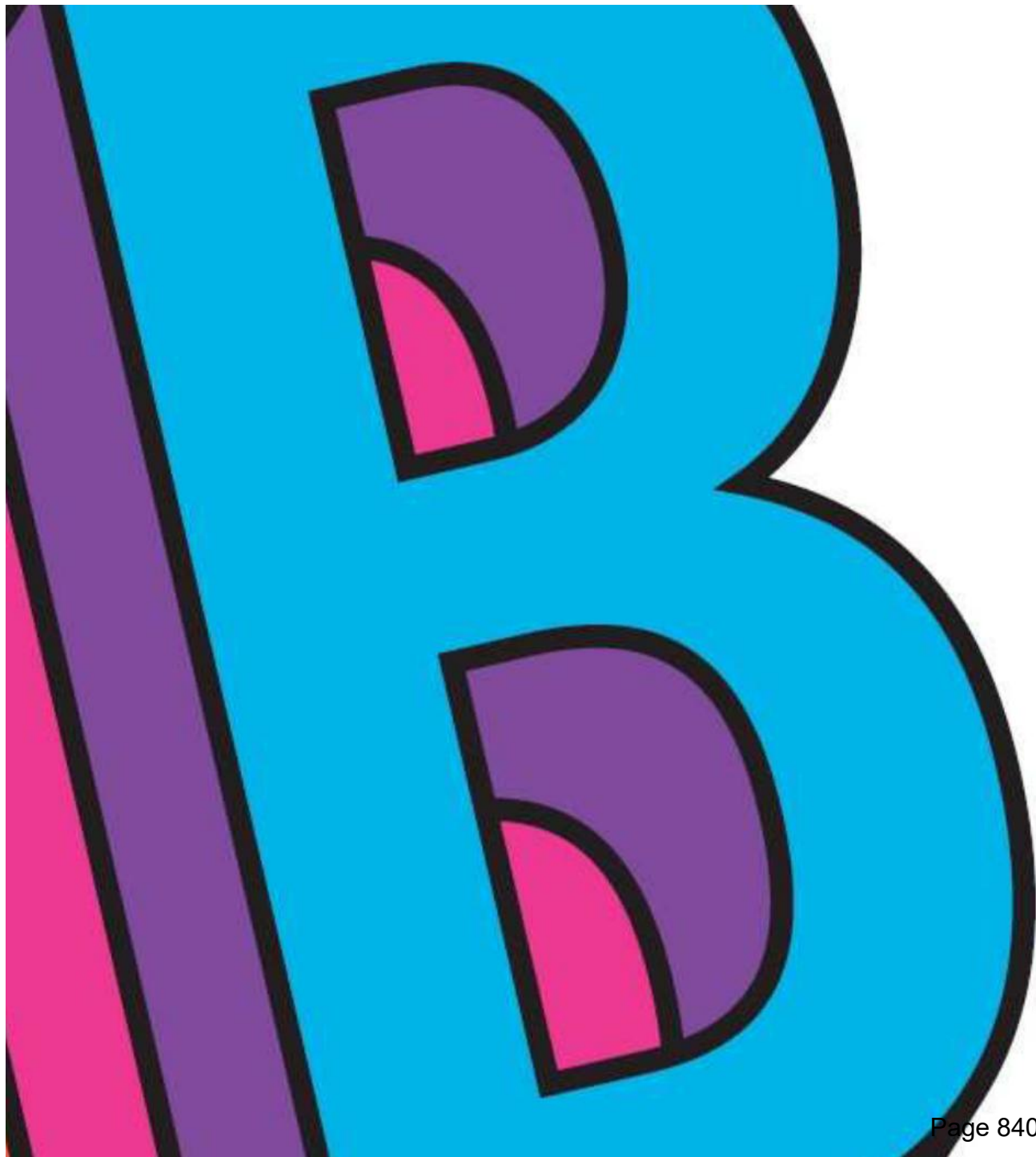


Commentary

8.86% of the top 5% of earners (508 people) declare as having a disability (45) compared to 8.88% in the previous quarter. Overall Council headcount = 9,882. Overall Council Full Time Employees = 8668.32.

BCC became a Disability Confident Level 3 Leader (verified March 2024). Only 37 other local authorities have achieved this status.





**Appendix C.1:
Performance against
Delivery Milestones**

Be Prosperous Delivery Milestones – position at end of Quarter 4 - 2023/24

| Portfolio | Directorate | Ref No | Delivery Milestone | Delivery Date | BRAG Status |
|-----------|-------------|---------|--|---------------|-------------|
| Leader | PPS | 23_3.13 | Continued implementation (where appropriate and meeting sufficient return parameters) of the City Centre Enterprise Zone to support accelerated delivery of office and residential development, job creation and new homes: g) Curzon Metro Stop - Stage 2 contract awarded | May 2023 | R |
| Leader | PPS | 23_3.10 | Continued implementation (where appropriate and meeting sufficient return parameters) of the City Centre Enterprise Zone to support accelerated delivery of office and residential development, job creation and new homes: d) Southside Public Realm - Full Business Case approved | October 2023 | B |
| Leader | PPS | 23_3.1 | Adopt Our Future City Central Birmingham Framework and progress delivery of key actions for delivering the city's growth needs in the context of decarbonising development, greening and adding biodiversity; clean air; minimising waste; and embracing technology and innovation. a) Consultation draft published - May 2023 b) Consultation review and framework revisions - Sep 2023 c) Adopt Framework - Nov 2023 | November 2023 | B |
| Leader | PPS | 23_3.11 | Continued implementation (where appropriate and meeting sufficient return parameters) of the City Centre Enterprise Zone to support accelerated delivery of office and residential development, job creation and new homes: e) Martineau Galleries - Outline Business Case approved | November 2023 | R |
| Leader | PPS | 23_3.12 | Continued implementation (where appropriate and meeting sufficient return parameters) of the City Centre Enterprise Zone to support accelerated delivery of office and residential development, job creation and new homes: f) Digbeth High Street - metro works complete | January 2024 | B |
| Leader | PPS | 23_1.1 | East Birmingham Inclusive Growth Programme - continue to implement phase 1 including: a) Agreement of National Trust Strategic Partnership community asset - Jul 23 b) Establishment of Employment & Skills collaboration body for East Birmingham - Jul 23 c) Strategic Outline Cases for Meadway Local Centre and Ward End Park House - Aug 23 d) Completion of East Birmingham Impact and Monitoring Framework in line with the developing corporate Levelling Up Measures framework - Nov 23 e) East Birmingham and North Solihull Levelling Up Zone (EBNS LUZ) to Cabinet (via devolution deal report) - Nov 23 f) Establishment of EBNS LUZ - May 24 | May 2024 | B |
| Leader | PPS | 23_1.2 | Progress Bordesley Park Area Action Plan a) Phase 1 (Bordesley Green Road & Venetia Road) to commence on site in July 2023 b) Planning application for phase 2 (former Wheels site) to be submitted in Summer 2023 with works being undertaken throughout 2024 | December 2024 | B |

Be Prosperous Delivery Milestones – position at end of Quarter 4 - 2023/24

| Portfolio | Directorate | Ref No | Delivery Milestone | Delivery Date | BRAG Status |
|-----------|-------------|---------|--|---------------|-------------|
| Leader | PPS | 23_3.7 | Continued implementation of the City Centre Enterprise Zone to support accelerated delivery of office and residential development, job creation and new homes: a) HS2 Curzon station - appoint stage 2 contractor for enhanced public realm | August 2023 | B |
| Leader | PPS | 23_3.14 | Continued implementation (where appropriate and meeting sufficient return parameters) of the City Centre Enterprise Zone to support accelerated delivery of office and residential development, job creation and new homes: h) Snow Hill - Public Realm project phase 3a works commence | February 2024 | R |
| Leader | PPS | 23_3.9 | Continued implementation of the City Centre Enterprise Zone to support accelerated delivery of office and residential development, job creation and new homes: c) Moor Street Queensway - Outline business case submitted | February 2024 | R |
| Leader | PPS | 23_3.3 | Progress regeneration programmes: b) Paradise - progress phase 2: confirming tenancies for One Centenary Way, continuing work on The Octagon and commencing work on the second commercial building (Three Centenary Way). | March 2024 | B |
| Leader | PPS | 23_3.4 | Progress regeneration programmes: c) Peddimore - Infrastructure works completed and Phase 2 prepared for development - Jul 23 - Completion of initial phase 1 building - Nov 23 | March 2024 | B |
| Leader | PPS | 23_3.5 | Progress regeneration programmes: d) Rea Valley Urban Quarter Finalise SPD Delivery Documents in July 2023 and publish on website. This will support the Our Future City 'Central Birmingham Framework 2040' evidence base and inform BLP Preferred Options Report Consultation Stage. | March 2024 | B |
| Leader | PPS | 23_3.2 | Progress regeneration programmes: a) Birmingham Smithfield - Outline planning and detailed Phase 1 Planning Consent - Oct 23 - Outline business case funding approval secured - Nov 23 - Start on site - Feb 24 | March 2024 | R |
| Leader | PPS | 23_3.15 | Progress Birmingham Development Plan Review: a) Complete preferred options consultation Nov 23 | May 2024 | R |
| Leader | PPS | 23_3.6 | Progress investment programme linked to HS2 including: a) Schedule 17 Planning Consent for Curzon No 3 Viaduct - Jul 2023 | July 2024 | B |

Be Prosperous Delivery Milestones – position at end of Quarter 4 - 2023/24

| Portfolio | Directorate | Ref No | Delivery Milestone | Delivery Date | BRAG Status |
|---|-------------|--------|---|---------------|-------------|
| Children, Young People & Families | C&F | 23_2.2 | Implement the Breaking Down Barriers Report including: a) Establish a city-wide, locally developed employment support scheme for young people and businesses b) Enhance and expand the careers service to ensure all young people are equipped with the skills and knowledge to succeed in the modern world c) A one stop hub for youth work placements d) Develop a Good Employment Charter - a business kitemark scheme to support higher employment standards, diverse recruitment, higher pay rates, employee voice at work and youth recruitment | March 2024 | R |
| Finance & Resources | CM | 23_1.4 | Further harness and develop Birmingham's Council's Charter for Social Responsibility to use BCC procurement to: a) Further retain wealth by supporting local businesses including social enterprises, boost employment of local people, enhance diversity within BCC's supply chain, support employee voice including freedom of association and treat the supply chain fairly including prompt payment b) Support BCC's cost of living programme c) Explore expanding the principles of the Charter into the planning system and demonstrate ethical leadership by collaborating with the Birmingham Anchor Network | March 2024 | B |
| Digital, Culture, Heritage and Tourism | CO | 23_4.1 | An annual Birmingham Festival that will be a meaningful legacy from the Commonwealth Games – showcasing the city's cultural offer, increasing engagement in culture and raising the profile and economy of the city through increased tourism | March 2024 | B |
| Digital, Culture, Heritage and Tourism; Leader; Deputy Leader | CO | 23_4.2 | Position Birmingham as a world renowned major event hosting city, to include: a) Hosting British Open Squash Championships, World Blind Games & World Trampoline Championships b) Bidding to host high profile events that contribute to our key criteria set out in the Major Sporting Events Strategy | March 2024 | B |
| Deputy Leader | SEP | 23_1.6 | Extend the Cost of Living Programme to include elements of inclusive growth and innovate, incubate, accelerate and mainstream activity across the council which involves: a) Drawing up an inclusive growth plan with goals, data and analysis of the city economy b) Economic analysis including an Economy Dashboard c) Developing a selection of priority actions focused on employment and income agreed through the extended Cost of Living Programme | March 2024 | B |

Be Prosperous Delivery Milestones – position at end of Quarter 4 - 2023/24

| Portfolio | Directorate | Ref No | Delivery Milestone | Delivery Date | BRAG Status |
|---|-------------|---------|--|---------------|-------------|
| Health & Social Care | ASC | 23_2.1 | Continue to develop and deliver PURE employment activities to inactive vulnerable adults who have complex and multifaceted needs to enable them to get closer and into the labour market, including: a) implementing a PURE Digital inclusion Lending Library by Sept 23 and b) seeking additional funding post Dec 23 | March 2024 | B |
| Transport | PPS | 23_3.16 | Progress City Region Sustainable Transport Settlement (CRSTS) projects: a) Cabinet Report setting out approach to programme governance - Mar 24 b) Re-base CRSTS programme with TfWM/WMCA - May 23 c) Development of projects and advancement through the West Midlands Combined Authority Single Assurance Framework Process. (NB: as projects progress beyond SOC they will be reported individually rather than as a CRSTS programme) - Jul 23 | March 2024 | B |
| Social Justice, Community Safety and Equalities | SEP | 23_1.3 | Embed the Birmingham Anchor Network Memorandum of Understanding building on the shared commitment of members to work together to create a more inclusive economy in Birmingham, through building wealth for local communities including activity to expand the network and set up an employment programme to help local recruitment into the waste service. | March 2024 | R |
| Social Justice, Community Safety and Equalities | SEP | 23_1.5 | Deliver the Living Wage Action Plan including: a) Working with employers to increase the pay of Birmingham workers who still don't receive the Living Wage b) Increasing in the number of accredited Living Wage employers headquartered in Birmingham | March 2024 | R |

Be Inclusive Delivery Milestones – position at end of Quarter 4 - 2023/24

| Portfolio | Directorate | Ref No | Delivery Milestone | Delivery Date | BRAG Status |
|-----------------------------------|-------------|--------|--|---------------|-------------|
| Children, Young People & Families | C&F | 23_8.4 | Commission the Healthy Child Programme (HCP), taking into account the developing Family Hubs Model, in order to achieve the best outcomes for children and young people 0-19. Including: a) 0-19 Healthy Child Programme contract goes out to tender (MG-PH) b) Publish the Start for Life offer so that families have ready access to information about what is locally available to them c) We will be mobilising a range of pilots that include infant feeding, peri-natal mental health and parent/infant relationships, parenting support and home learning environments d) Go live with our first Family Hub Network in Birmingham | March 2024 | B |
| Children, Young People & Families | C&F | 23_8.1 | Ensure services are sustainable, compliant and designed to deliver best outcomes for children, young people, families and communities through: Continuing to work with key partners to widen access to Early Education Entitlement (EEE) and improve Early Years multiagency arrangements with health colleagues | March 2024 | R |
| Children, Young People & Families | C&F | 23_8.3 | Further develop the Children and Young Persons' Travel Service with a robust eligibility process that identifies the needs of the young people we support, ensuring that Transport is suitable for their needs and encourages their development and develop a travel menu that will include promotion of personal transport budgets and a Travel Training service to support development towards independent travel. | March 2024 | B |
| Children, Young People & Families | C&F | 23_8.8 | Further develop the school place sufficiency strategy to enable the provision of mainstream specialist and special school places for children and young people with additional educational needs | March 2024 | B |
| Children, Young People & Families | C&F | 23_8.6 | Further improve school attendance, attainment and achievement, targeting the worst-performing schools, with a strategy working with schools, to improve the educational attainment of poor-performing cohorts including KS1 and KS2 for expected levels of reading writing and maths, increasing attainment of level 2 and 3 qualifications by the age of 10 and targeting poor attendance at primary and secondary | March 2024 | R |
| Children, Young People & Families | C&F | 23_8.7 | Take forward the Change for Children and Young People Plan and support and empower children and young people to develop strong voices, get involved, influence decision-making including through the Birmingham Youth City Board | March 2024 | B |
| Children, Young People & Families | C&F | 23_8.2 | Transform and improve services for children with Special Educational Needs and Disabilities (SEND) in line with statutory requirements and to deliver sustainable, well performing services with inclusion of children and young people at the heart through delivering the Accelerated Progress Plan (as part of the DfE Statutory direction) and the action plans of the SEND and Inclusion strategies. | March 2024 | B |

Be Inclusive Delivery Milestones – position at end of Quarter 4 - 2023/24

| Portfolio | Directorate | Ref No | Delivery Milestone | Delivery Date | BRAG Status |
|--|-------------|--------|---|---------------|-------------|
| Digital, Culture, Heritage and Tourism | CO | 23_7.3 | Commission a range of cultural engagement projects for residents across the city including; through three commissioning themes – ‘Culture on our Doorstep’, ‘Next Generation’ and ‘Cultural Leadership’, the annual Birmingham Heritage Week in September, the annual black History Month in October, Young People Arts Training Programme and, supporting other ‘one-off’ cultural projects during the year such as refugee week, anniversary events such as Windrush, and national tours of community education projects. | March 2024 | B |
| Digital, Culture, Heritage and Tourism | CO | 23_7.5 | Complete refresh of the Heritage Strategy, including undertaking consultation to ensure we reflect on the contribution from the city’s different communities in telling the Birmingham story | December 2023 | R |
| Deputy Leader | CH | 23_5.1 | Contribute to the Council’s overarching anti-poverty agenda and response to the Cost of Living response programme: integrate the current Financial Inclusion Partnership and strategy into the Cost of Living Programme and deliver objectives set out in the Housing Strategy relating to financial Inclusion. | March 2024 | B |
| Health & Social Care | ASC | 23_6.4 | Drive system wide change and enable more people with a learning disability and/or autistic people to have a home within their community, be able to develop and maintain relationships and get the support they need to live healthy, safe and ordinary lives. Including: a) review to inform person-centred support - Jul 2023 b) invite people with lived experience of a learning disability/ autism to supportively challenge quality and accessibility of services - Sept 2024 c) System approval for ten-year Learning Disability and Autism Framework for Change - Dec 2023 d) Establish Respite Innovation Partnership to shape person-centred support options - Apr 2024 | March 2024 | B |
| Deputy Leader | SEP | 23_5.2 | Evaluate delivery of the Cost-of-Living Emergency Response Programme, to emerge lessons learnt and to develop options for longer term actions. Evaluation to be completed by June 23, with implementation of recommendations to follow. | March 2024 | R |
| Digital, Culture, Heritage and Tourism | CM | 23_5.3 | Progress delivery of the Digital Inclusion Strategy, including: a) Distributing new devices to support inclusive growth and increase employment opportunities b) Identifying and allocating connectivity/data packages to vulnerable citizens c) Establishing Digital Champions network for the Primary Care Networks d) Raising awareness of social tariffs for all relevant citizens | March 2024 | B |
| Digital, Culture, Heritage and Tourism | CO | 23_7.1 | Raise the cultural profile and ambition of the City including developing a new cultural strategy and culture compact (partnerships to support the local cultural sector) | March 2024 | R |

Be Inclusive Delivery Milestones – position at end of Quarter 4 - 2023/24

| Portfolio | Directorate | Ref No | Delivery Milestone | Delivery Date | BRAG Status |
|---|-------------|--------|---|----------------|-------------|
| Leader | SEP | 23_6.1 | Design and develop an approach to a 'Big Conversation' for Birmingham, including qualitative and quantitative surveys and engagement activities | March 2024 | R |
| Social Justice, Community Safety and Equalities | SEP | 23_7.2 | Everyone's Battle, Everyone's Business: plan and deliver programme of cultural, faith and other key significant events to build community cohesion | March 2024 | B |
| Social Justice, Community Safety and Equalities | SEP | 23_7.4 | Everyone's Battle, Everyone's Business: refresh the action plan of activity for 2023/24 onwards | March 2024 | R |
| Leader | CO | 23_6.2 | Improve capacity in neighbourhoods by: a) Working with communities and partners to deliver the year 2 programme of work and associated outputs for the Community & Place aspect of the Shared Prosperity Fund; and b) Implement Schemes that maximise resources available with wards and local communities, including Shared Prosperity Fund, Community Chest, Be Bold Crowdfunder, Enterprise Zone Funding (Cultural Action Zones), CWG's Legacy Funding for Cultural Engagement, & Celebrating Communities programmes | March 2024 | B |
| Housing and Homelessness | CO | 23_5.4 | Introduction of private rented sector licensing schemes that seek to tackle deprivation and crime in 25 wards to commence in Jun 23 | March 2024 | B |
| Leader | CO | 23_6.5 | Progressing and developing the Council's cross-directorate "Working Together in Birmingham's Neighbourhoods" policy | March 2024 | B |
| Housing and Homelessness | CH | 23_6.3 | Re-engineer our approach to tenant engagement in line with action proposed by the Tenant Participatory Advisory Service, including activity to: a) Create a Resident Influence and Assurance Board - Mar 24 b) Create a Resident and Community Influencing Strategy - Mar 24 c) Create Community Influence Boards - Mar 24 | September 2024 | B |
| Health & Social Care | SEP | 23_8.5 | Through the Healthy Child Programme ensure together with the developing Family Hubs Model we increase breastfeeding rates across the City | March 2024 | B |

Be Safe Delivery Milestones – position at end of Quarter 4 - 2023/24

| Portfolio | Directorate | Ref No | Delivery Milestone | Delivery Date | BRAG Status |
|-----------------------------------|-------------|---------|--|---------------|-------------|
| Leader | PPS | 23_11.1 | Accelerate the delivery of affordable housing in Birmingham, including working with partners and Homes England to shape the new West Midlands Strategic Place Partnership and the new additional affordable housing funding opportunity via the devolution deal, through the development of a robust 5-year affordable homes delivery programme/pipeline | August 2023 | B |
| Leader | PPS | 23_11.2 | Continue to progress key housing development and regeneration projects including: a) Ladywood Estate - report to go to Cabinet in Jun 23, contract to be entered with delivery partner, planning application process and stakeholder engagement with local community to commence | March 2024 | R |
| Leader | PPS | 23_11.3 | Continue to progress key housing development and regeneration projects including: b) Yardley Brook - work on site to commence July 23 | March 2024 | R |
| Leader | PPS | 23_11.4 | Continue to progress key housing development and regeneration projects including: c) Langley Sustainable Urban Extension (SUE) - Conclude discussions on the Section 106 Agreement and issue the outline planning permission for the site. | March 2024 | R |
| Leader | PPS | 23_11.5 | Continue to progress key housing development and regeneration projects including: d) Druids Heath - including completing master planning and viability testing for Sep 23 and approving a development partner by Jan 24 | March 2024 | R |
| Leader | PPS | 23_11.6 | Continue to progress key housing development and regeneration projects including: e) Pool Farm Place - delivery of 315 affordable homes - Full scheme review/design and feasibility - Jun 23 - Agree a procurement route to engage with a developer partner - Aug 23 - Submit planning application - Dec 23 | March 2024 | R |
| Children, Young People & Families | C&F | 23_9.5 | Expand delivery of Knife Crime Reduction Programme | March 2024 | B |
| Children, Young People & Families | C&F | 23_10.1 | Strengthen approaches to identify, recognise and respond to the vulnerability of specific groups of children and young people including additional action to ensure: a) Children missing out on education are identified and supported to quickly return to school/education b) Robust arrangements are in place for children and young people who are Electively Home Educated c) Children supported by the Virtual School receive a stable education and are enabled to achieve their academic potential d) License functions for Child Employment and Chaperones are improved to ensure a timely and appropriate response | December 2023 | B |
| Children, Young People & Families | C&F | 23_9.4 | Work in partnership with schools and DfE to deliver and evaluate a 3-year SAFE (Support, Attend, Fulfil, Achieve) project | March 2024 | B |

Be Safe Delivery Milestones – position at end of Quarter 4 - 2023/24

| Portfolio | Directorate | Ref No | Delivery Milestone | Delivery Date | BRAG Status |
|---|-------------|----------|---|---------------|-------------|
| Housing and Homelessness | CH | 23_11.7 | Complete the 300 home retrofit pilot in East Birmingham, take forward the SHDF round 2 programme to retrofit 2,000 homes and the Sustainable Warmth and Home Grants funding programmes | March 2024 | R |
| Housing and Homelessness | CH | 23_12.1 | Continue to work with our partners to prevent and tackle homelessness and provide housing solutions to meet the needs of our vulnerable citizens, including: a) Implementing a comprehensive Temporary Accommodation Strategy to ensure families do not remain in B&B longer than 6 weeks, achieving reductions in line with monthly targets | March 2024 | R |
| Housing and Homelessness | CH | 23_11.8 | Delivery of Housing Strategy Delivery Plan priorities including embedding governance and delivery of structures for each of the strategy priorities. Delivery plan and governance structures are in place with finalised targets for delivery plan to be completed by March 24 | March 2024 | B |
| Social Justice, Community Safety and Equalities | CO | 23_10.3 | Develop a Violence Against Women and Girls Strategy and strengthen the link to existing Domestic Abuse Prevention Strategy | March 2024 | B |
| Housing and Homelessness | CH | 23_11.9 | Embed compliance board to oversee delivery of a robust action plan that ensures the service is compliant against statutory requirements including regulatory health and Safety requirements and the introduction of Tenant Satisfaction Measures | March 2024 | B |
| Social Justice, Community Safety and Equalities | CO | 23_10.4 | Ensure the effective implementation of the Hate Crime Strategy through continued partnership working, engagement with communities and the establishment of the hate crime tasking group | December 2023 | B |
| Housing and Homelessness | CH | 23_11.10 | Implement an Asset Management approach to guide how we invest in and look after our housing stock, including implementing an Asset Management Strategy. Report will go to Cabinet in October 2023 with subsequent mobilisation together with staff engagement workshops by March 2024 | March 2024 | B |
| Social Justice, Community Safety and Equalities | ASC | 23_10.2 | Review and develop a new Domestic Abuse Prevention Strategy: completing consultation by July 2023 gaining approval by Dec 2023 ready to implement for 2024 | March 2024 | R |
| Housing and Homelessness | CO | 23_11.11 | Work with partner agencies and utilise appropriate powers as necessary to ensure the risk from unsafe cladding on private high rise residential buildings is removed | March 2024 | B |

Be Safe Delivery Milestones – position at end of Quarter 4 - 2023/24

| Portfolio | Directorate | Ref No | Delivery Milestone | Delivery Date | BRAG Status |
|---|-------------|---------|--|---------------|-------------|
| Housing and Homelessness | CH | 23_12.2 | Continue to work with our partners to prevent and tackle homelessness and provide housing solutions to meet the needs of our vulnerable citizens, including: b) Ensuring our services are prevention focused, investing in keeping people in their homes, and moving away from reactive, crisis driven service delivery. Evidenced through prevention target, that by year end achieving 53% prevention rate. | March 2024 | B |
| Housing and Homelessness | CH | 23_12.3 | Continue to work with our partners to prevent and tackle homelessness and provide housing solutions to meet the needs of our vulnerable citizens, including: c) Addressing rough sleeping including through the pilot work with the Centre for Homelessness Impact so that rough sleeping is prevented, rare, brief and non-recurring. Evidenced through annual count (Nov 23) and monthly snapshots. | March 2024 | B |
| Housing and Homelessness | CH | 23_12.4 | Continue to work with our partners to prevent and tackle homelessness and provide housing solutions to meet the needs of our vulnerable citizens, including: d) Review and update the Homelessness Prevention Strategy and Rough Sleeping Addendum. To be completed by March 2024. | March 2024 | B |
| Housing and Homelessness | CH | 23_12.5 | Continue to work with our partners to prevent and tackle homelessness and provide housing solutions to meet the needs of our vulnerable citizens, including: e) A continued focus on supported Exempt Accommodation (unregulated supported provision managed by private landlords) and specifically delivering the recommendations and actions from the Overview & Scrutiny report over the next 12 months. | March 2024 | B |
| Social Justice, Community Safety and Equalities | CO | 23_9.2 | Implement the requirements of the Serious Violence Duty providing: a) A serious violence profile for Birmingham by Jun 23 b) A service needs assessment by Sep 23 c) A Serious Violence Strategy by Dec 23 and d) Training and awareness activities across Birmingham by Mar 24 | March 2024 | B |
| Transport | PPS | 23_9.3 | Update Road Safety Strategy: a) Publish revised Strategy that considers how to redesign streetscape to prioritise quality of place, accessibility, safety and functionality for all users for consultation – Approval of Cabinet report to allow consultation (Dec 23) b) Complete consultation - Mar 24 c) Adoption of strategy - June 24 | June 2024 | B |
| Housing and Homelessness | CO | 23_12.6 | Utilise appropriate powers to ensure that tenants are protected from illegal eviction and harassment | March 2024 | B |
| Social Justice, Community Safety and Equalities | CO | 23_9.1 | Work with neighbourhoods, communities and partners to improve community safety by refreshing Council's Anti Social Behaviour Policy | December 2023 | B |

Be Healthy Delivery Milestones – position at end of Quarter 4 - 2023/24

| Portfolio | Directorate | Ref No | Delivery Milestone | Delivery Date | BRAG Status |
|----------------------|-------------|---------|--|----------------|-------------|
| Health & Social Care | SEP | 23_14.4 | Deliver a city-wide healthy eating campaign targeting food businesses, schools and families | March 2024 | B |
| Leader | CO | 23_14.1 | Deliver a Sport Strategy that recognises diversity and provides inclusive opportunities for all residents to become more active including activity to: a) support grass roots sport particularly those with potential to increase activity in most inactive or disadvantages areas b) Seek investment and maximise opportunities to improve the quality and range of sporting and leisure facilities across the city c) Progress the capital works at the Alexander Stadium and secure partnerships that will deliver a sustainable stadium supporting both community activity and elite sport. | March 2024 | R |
| Health & Social Care | SEP | 23_13.5 | Implement learning from the Birmingham and Lewisham African Health Inequalities Review (BLACHIR): a) produce forward plan of activity - Jun 23 b) hold three task and finish groups focused on cultural competency and better data - Sep 23 c) share learning and build on success through annual conference - Dec 23 | March 2024 | B |
| Health & Social Care | SEP | 23_14.3 | Production and agreement of a multi agency Physical Activity (PA) Strategy aimed at increasing PA and reducing inactivity of the population in Birmingham | December 2023 | B |
| Health & Social Care | SEP | 23_13.1 | Production of public health reports to inform the Council and its strategic partners commissioning intentions - including: a) Joint Strategic Needs Assessment - Dec 23 | December 2023 | B |
| Health & Social Care | SEP | 23_13.2 | Production of public health reports to inform the Council and its strategic partners commissioning intentions - including: b) The Annual Director of Public Health report - Mar 24 | March 2024 | B |
| Health & Social Care | SEP | 23_13.3 | Production of public health reports to inform the Council and its strategic partners commissioning intentions - including: c) Community Health profiles - Mar 24 | March 2024 | B |
| Health & Social Care | SEP | 23_13.4 | Production of public health reports to inform the Council and its strategic partners commissioning intentions - including: d) Health needs assessments linked to priorities of Health and Wellbeing Board - Mar 24 | March 2024 | R |
| Health & Social Care | SEP | 23_13.6 | Recommission the uptake of Tier 2 Adult Weight Management Services in targeted disability groups | December 2023 | B |
| Health & Social Care | CO | 23_14.2 | Work with Public Health to establish and deliver an updated service specification for Be Active and Be Active + to support the social, physical, emotional, and mental wellbeing of citizens and wider communities through our Wellbeing and Community Centres | September 2023 | B |

Be Healthy Delivery Milestones – position at end of Quarter 4 - 2023/24

| Portfolio | Directorate | Ref No | Delivery Milestone | Delivery Date | BRAG Status |
|-----------------------------------|-------------|---------|--|---------------|-------------|
| Health & Social Care | ASC | 23_16.6 | Continue to prepare for Adult Social Care Reform including the development of an implementation plan for the Market Sustainability Plan by June 23 | March 2024 | B |
| Health & Social Care | ASC | 23_16.3 | Implement activity identified from the co-produced review of Day Opportunity Services | March 2024 | R |
| Health & Social Care | ASC | 23_15.1 | Implement legislative changes arising from the reform of the Mental Health Act: a) Review the current implementation of the Mental Health Team; feedback from staff, citizens. Comparison of response times/waiting lists - Apr 23 b) Review the current allocation of statutory work Apr -23 c) Pursue the current recruitment drive - Mar 23 d) National Workforce plan for AMHPs – Sep 23 | March 2024 | B |
| Health & Social Care | ASC | 23_16.4 | Implement shared lives improvement programme, including: a) implementing a directorate -wide project board - May 2023 b) undertaking an in-depth review to inform and develop proposals for future delivery across the work streams - Jun 2023 c) develop an action plan for the identified workshops from Jun 2023 | March 2024 | B |
| Health & Social Care | ASC | 23_16.2 | Intervene earlier and differently by supporting young people entering adulthood to be physically and emotionally resilient, so once they become an adult, they will have a connective, fulfilling productive life: a) Complete full financial review of expenditure - Jul 23 b) Work with BCT to improve data sharing and build forecasting dashboard - Oct 23 c) Scoping of existing provision and development of commissioning options – Dec 23 | December 2023 | B |
| Health & Social Care | SEP | 23_15.2 | Review and update the suicide prevention action plan by incorporating the BSol 5 year coronial audit and other relevant local intelligence gathered through collaboration with partners | February 2024 | R |
| Children, Young People & Families | C&F | 23_15.3 | Work across the range of safeguarding partners to support schools to address concerns around pupils' emotional wellbeing and mental health | March 2024 | B |
| Health & Social Care | ASC | 23_16.1 | Work together in the community across social care, community nursing, therapy services, GP practices and mental health services to better manage ongoing and long-term conditions and to reduce the risk of citizens experiencing health and care crises: a) Build on work being completed in proof-of-concept trials for wider roll out in 2023 b) Embed organisational development programme - Jun 23 c) Review impact of new model including staff surveys and progress tracking of individuals receiving support - Jun 24 | June 2024 | B |
| Health & Social Care | ASC | 23_16.5 | Work with partners to implement the joint Dementia Strategy 2022-2027 | March 2024 | B |

Be Green Delivery Milestones – position at end of Quarter 4 - 2023/24

| Portfolio | Directorate | Ref No | Delivery Milestone | Delivery Date | BRAG Status |
|-------------|-------------|---------|---|---------------|-------------|
| Environment | CO | 23_17.2 | Develop an environmental education programme for the City that can be presented to all schools in the City | March 2024 | B |
| Environment | CO | 23_17.4 | Progress initiatives to improve the cleanliness of the city including fly tipping and graffiti crews, Grime Watch and targeted waste enforcement | March 2024 | B |
| Environment | CO | 23_19.3 | Develop future waste strategy to develop a shared vision for the City's waste post 2034, including energy generation, resource efficiency and circular economy considerations this will take a number of years to complete working with partners and the market | March 2024 | B |
| Environment | CO | 23_17.1 | Continue to promote and support Love Your Environment events to deliver cleaner streets targeting the worse performing 15 Wards providing at least 1 event per ward | March 2024 | R |
| Environment | CO | 23_17.3 | Continue to improve the perception and performance of waste collections through service enhancements and better communication with citizens, including optimising collections, implementing a citizen communication plan, Residents' Charter, and Waste Management Charter | March 2024 | R |
| Environment | CO | 23_18.3 | Progress master-planning study at Perry Park and preparing a business case to support its enhancement into a sustainable destination park | March 2024 | R |
| Transport | CO | 23_18.2 | Support the strategic air quality objectives through the utilisation of environmental protection powers to improve air quality, including to: a) Submit Air Quality annual status report within agree timeframes b) Deliver the Environmental permitting programme inspection regime | March 2024 | R |
| Environment | PPS | 23_19.1 | Continue to deliver the Route to Zero Programme comprising a portfolio of short-, medium- and long-term projects designed to reduce carbon emissions, including activity to: a) Update BCC Greenhouse Gas emissions baseline and use to inform engagement and priority activity – Sept 23 b) Review and refine the Environmental Sustainability Assessment process to ensure climate change, nature and net zero is embedded into decision making – Sept 23 c) Review BCC use of its powers and levers in net zero delivery; flag areas for greater use of powers – Oct 23 | March 2024 | B |
| Environment | PPS | 23_19.2 | Finalise scope and commence delivery of a climate change strategy specifying the interventions required across programme themes, and ensure clear objectives, priorities and scale of activity required to deliver the city's Route to Net Zero ambition. a) Commission strategy work – Jun 23 b) Draft strategy and key interventions – Oct 23 | March 2024 | B |
| Transport | PPS | 23_18.1 | Deliver the Council's Clean Air Strategy, including: a) Expansion of air quality monitoring at schools (linking to initiatives such as Safe School Streets and Mode SHIFT Stars) b) Determine the future role of the Clean Air Zone c) Awareness building around the sources of Particulate Matter and impacts on health ('Time to Act') campaign | March 2024 | R |

Be Green Delivery Milestones – position at end of Quarter 4 - 2023/24

| Portfolio | Directorate | Ref No | Delivery Milestone | Delivery Date | BRAG Status |
|-------------|-------------|---------|--|---------------|-------------|
| Environment | PPS | 23_20.4 | Progress the Urban Nature Development Programme including: a) Developing and adopting a Local Nature Recovery Strategy and biodiversity policy by Nov 23 b) Creating a biodiversity habitat bank, a Green Infrastructure Master Plan for East Birmingham, and a process to assess and manage parks by Dec 23 | December 2023 | R |
| Environment | PPS | 23_20.3 | Progress Urban Forest Accelerator pilot, a two year, externally funded project, including working with the Woodland Trust and Birmingham Tree People; and commencing work on devising a 5 year tree planting programme targeting lowest canopy cover wards - Oct 24 | January 2024 | B |
| Environment | CO | 23_20.1 | Review the current provision in our Parks and Open spaces by supporting Partners to submit bid applications to achieve local improvements | March 2024 | B |
| Environment | CO | 23_20.2 | Progress the City of Nature Plan to include: identifying 28 Green Champions across the 14 'red wards' the areas of the city where environmental focus is most needed and commencing improvement activities in the 6 priority wards (Balsall Heath West, Nechells, Gravelly Hill, Pype Hayes and Castle Vale) | March 2024 | R |
| Environment | PPS | 23_19.6 | Work with City Housing and Housing Development on a city-wide delivery and funding plan to improve the energy performance and decarbonisation of existing and new housing a) Launch procurement for housing decarbonisation delivery plan – Jul 23 b) Draft delivery plan – Dec 23 c) Final delivery plan – Mar 24 | March 2024 | B |
| Environment | PPS | 23_19.7 | Launch an engagement and behaviour change strategy plan with clear set of mechanisms to support engagement of city stakeholders including launching a staff engagement network, including: a) Public engagement event – May 23 b) Draft engagement and behaviour change strategy and plan – Jul 23 c) Strategy and plan approved – Jan 24 | March 2024 | B |
| Environment | PPS | 23_19.4 | Further develop Birmingham District Energy Company decarbonisation road map: a) Draft decarbonisation roadmap - Jun 23 b) Detailed modelling and final roadmap - Sep 23 c) Delivery and funding plan - Mar 24 | March 2024 | R |
| Transport | PPS | 23_19.5 | Birmingham Transport Plan delivery, including: a) Publish the Birmingham Transport Plan Delivery Plan and associated documents - May 23 b) Identify a series of Major Projects, Sub Programmes and Policies as the basis for future reporting - Sep 23 | March 2024 | R |

Becoming a Well Run Council Delivery Milestones – position at end of Quarter 4 - 2023/24

| Portfolio | Directorate | Ref No | Delivery Milestone | Delivery Date | BRAG Status |
|--|-------------|----------|--|----------------|-------------|
| Leader | SEP | 23_21.12 | Develop and deliver a communications strategy aligned to the Corporate Plan priorities, supporting the delivery of Be Bold Be Birmingham with specific campaigns aligned to the five priorities. | September 2023 | R |
| Deputy Leader | CM | 23_21.1 | Deliver year 2 of the Customer Service programme continuing to embed the adoption of user centred design principles across our customer service offerings to improve customer satisfaction and reduce complaints | March 2024 | B |
| Finance & Resources | CM | 23_21.3 | Delivery of the Bold People Service Plan including: a) Strategic priorities including Technology, Permanent Pay Equity (EBEB) and Organisation Change b) Fit for purpose / Short Term priorities including; Health Safety and Wellbeing, Employee Relations, Employee Engagement, Talent Management, Performance management, Recruitment, MARS, Trade Union relations, Data Insight and analytics and Total Reward. | March 2024 | B |
| Leader | CM | 23_21.6 | Continue the implementation of our Strategy 'Everyone's Battle, Everyone's Business' to include: a) Achieve Disability Confident Level 2 Status - May 23 b) Positive Action Statement implemented, including positive action shortlisting and diverse panels - Jul 23 c) 2023 Gender and Ethnicity joint reports produced with actions to narrow gaps/ promote equity - Aug 23 d) Launch Emerging Leaders Programme career acceleration programme for internal staff to address under- representation (Level 5) - Sep 23 e) Inclusive leaders support package defined and implemented - ongoing | March 2024 | B |
| Digital, Culture, Heritage and Tourism | CM | 23_21.10 | Deliver commercial excellence through robust, efficient, and effective commercial governance, including action to: a) Embed a Category Management approach looking to maximise value from similar spend across the Council b) Further embed the Contract Management Framework to drive effective management of commercial arrangements c) Review tender documents to promote supply chain diversity d) Proactively tackle Modern Slavery in the supply chain e) create a Commercial and Investment Centre of Excellence | March 2024 | R |
| Finance & Resources | CM | 23_21.11 | Lead development of strategy to achieve Medium-term financial stability through: (a) Further promoting the financial accountability framework through mandatory training in financial awareness and increased roll out of accountability letters. (b) Further developing accountability framework through financial controls review, linking operational financial control to strategic organisational assurance framework | March 2024 | R |
| Deputy Leader | SEP | 23_21.2 | Ensure we're an effective, well-run council by introducing a corporate approach for assessing and improving services to achieve good standards. | March 2024 | R |

Becoming a Well Run Council Delivery Milestones – position at end of Quarter 4 - 2023/24

| Portfolio | Directorate | Ref No | Delivery Milestone | Delivery Date | BRAG Status |
|---|-------------|---------|--|---------------|-------------|
| Digital, Culture, Heritage and Tourism | CM | 23_21.8 | Drive the Council's Digital Strategy including: a) Communication and engagement with senior leaders and staff more generally to build awareness and confidence in the development of digital solutions b) Developing a framework service teams can use to help them develop digital solutions and automate processes c) Progressing the data programme to support quality assured data analysis and provide the skills and toolsets to support data driven decision making d) Refreshing the delivery plan by Apr 23 and delivering the agreed actions | March 2024 | B |
| Deputy Leader | SEP | 23_21.9 | Build and embed a culture of data driven decision making, including: a) establish a Birmingham Data Charter that ensures ethical and safe publication by Sep 23 b) Deliver a pipeline of data and insight publications as Birmingham City Council's contribution to the City Observatory | March 2024 | B |
| Social Justice, Community Safety and Equalities | SEP | 23_21.7 | Continued delivery of Workforce Race Equality actions as part of 'Everyone's Battle, Everyone's Business' | March 2024 | B |



Appendix C.2: Delivery Milestones Rated Red

| Ref No | Delivery Milestone | Directorate | Portfolio | Delivery Date | BRAG Status | Commentary |
|---------|---|-------------|-----------|---------------|-------------|--|
| 23_1.3 | Embed the Birmingham Anchor Network Memorandum of Understanding building on the shared commitment of members to work together to create a more inclusive economy in Birmingham | SEP | SJCS&E | March 2024 | R | This activity has been rated red overall as not all elements have been delivered as planned. Work on the Anchor Network has progressed well with some good outcomes, and Leaders have agreed to move into phase 2 - scaling up and homogenising the work across the anchor agencies. Expansion of the network to the private sector is being explored. Within the Council, work is being done to create a joined-up corporate approach to community wealth building, embedded within our economic strategy and linked to the East Birmingham Levelling Up Zone. However, the waste service project has been cancelled due to the financial situation. |
| 23_1.5 | Deliver the Living Wage Action Plan | SEP | SJCS&E | March 2024 | R | This activity has been delayed due to the financial situation and having to pause recruitment. Alternative funding has been secured and spend control approval given, and recruitment of a GR5 post has been resumed. Shortlisting and interviews were carried out in April and an offer has been made. We are expecting this person to be in post in June, and delivery against the Real Living Wage work plan can re-commence. |
| 23_2.2 | Implement the Breaking Down Barriers Report (employment support) | C&F | CYP&F | March 2024 | R | a) The Youth Promise Plus project has been replaced by the one year (initially) UK Shared Prosperity Fund (UKSPF) which will allow similar support to young people through internal services and external partner activity. b) The Careers Service is part of an ongoing review within Children's & Families Directorate, this is due to the current challenges BCC are facing. c) The WMCA piloted a regional work experience online platform with the construction industry, the pilot concluded that there was already too much competition in the marketplace, work placement opportunities will be developed through the EATeam. d) We are recruiting – jobs offers gone out, for 2 x new posts in EAT to deliver a good employment campaign, and deliver on BCC Real Living Wage action plan (IMTEP funded). This will not be a 'kitemark' scheme due to the additional resource that would be required to manage accreditation (reviewed in light of 114, not sustainable). |
| 23_3.11 | Continued implementation (where appropriate and meeting sufficient return parameters) of the City Centre Enterprise Zone e) Martineau Galleries - Outline Business Case approved | PPS | Leader | November 2023 | R | There is a delay submitting the Outline Business Case as the agreement on the re-negotiated lease for this property is now anticipated after March 24. We have to re-gear the lease as the renegotiations are having an extended timeline. |
| 23_3.13 | Continued implementation (where appropriate and meeting sufficient return parameters) of the City Centre Enterprise Zone g) Curzon Metro Stop - Stage 2 contract awarded | PPS | Leader | May 2023 | R | Delays remain as the agreement cannot be signed until it has been determined who is responsible for paying the VAT. This is outside of our control. |
| 23_3.14 | Continued implementation (where appropriate and meeting sufficient return parameters) of the City Centre Enterprise Zone h) Snow Hill - Public Realm project phase 3a works commence | PPS | Leader | February 2024 | R | The project is looking at alternative sources of funding to the Enterprise Zone and therefore work cannot commence until this is secured. |
| 23_3.15 | Progress Birmingham Development Plan Review | PPS | Leader | May 2024 | R | The commencement of the Preferred Options consultation is delayed but expected to be approved at cabinet in June 2024, and planned to complete by 16th August 2024. This is in accordance with the timetable in the new Local Development Scheme (LDS) which was adopted at November 2023 Cabinet and allows additional time for the preparation of the evidence base and for spend control approval of the overall budget. |
| 23_3.2 | Progress regeneration programmes: a) Birmingham Smithfield | PPS | Leader | March 2024 | R | Historic England objected to the planning application that has required changes to be made to the schemes design which has adversely affected the delivery time of the project. An addendum to the planning application that details the changes were submitted in January 2024. Historic England and the public have been consulted on the proposed changes prior to the submission of the planning application addendum. As a result, the consent for the outline planning application for whole scheme and detailed planning application for phase 1 are delayed, with consent anticipated on 25th April 2024. As a consequence the outline business case funding approval is now planned for August '24 and an alternative start date of October '24. |

| Ref No | Delivery Milestone | Directorate | Portfolio | Delivery Date | BRAG Status | Commentary |
|--------|---|-------------|-----------|---------------|-------------|--|
| 23_3.9 | Continued implementation of the City Centre Enterprise Zone c) Moor Street Queensway - Outline business case submitted | PPS | Leader | February 2024 | R | Work is progressing well and is still on track for completion and submission of the Outline Business Case for the revised deadline of June '24. This was due to additional modelling works and additional detailed work to support the City Regional Sustainable Transport settlement (CRSTs) bid now being required (for example Road Safety Audit Stage 1 and Carbon Management Plan). The strategic business case was submitted in March '24. |
| 23_4.3 | Progress regeneration of Perry Barr to delivery homes, jobs and Social Vlaue opportunities to benefit local people | PPS | Leader | March 2024 | R | Since April 2023 plans for Perry Barr have been changing. Working with the Commissioners, we are currently looking at the disposal strategy for phases 2 and 3 that will seek to maximise capital receipts. We are cognisant to find a buyer who will continue with our aspirations. Remediation surveys are underway for phases 2 and 3 and will be completed by end of March 2024 and will be followed by additional surveys to determine the extend which work is needed to bring the land up to development standard. Due to these changes the initial milestone to have a final development strategy or Business Case for phase 2 has not been completed. |

| Ref No | Delivery Milestone | Directorate | Portfolio | Delivery Date | BRAG Status | Commentary |
|--------|---|-------------|---------------|---------------|-------------|---|
| 23_5.2 | Evaluate delivery of the Cost-of-Living Emergency Response Programme | SEP | Deputy Leader | March 2024 | R | The delivery date for this activity has slipped due to wanting a third party to conduct a comprehensive, external evaluation of the Cost of Living programme, which requires that all projects are completed before this commences. This work is being led by PwC and we anticipate it will now be completed at the end of summer. |
| 23_6.1 | Design and develop an approach to a 'Big Conversation' for Birmingham, including qualitative and quantitative surveys and engagement activities | SEP | Leader | March 2024 | R | The original plans for this activity were put on hold due to the financial situation; however, the Big Birmingham Conversation is being revived in a different format as part of the Shaping Birmingham's Future Together work and work is progressing well on this, and will continue throughout 2024/25 alongside the delivery of the Improvement and Recovery Plan and reresh of the Corporate Plan. |
| 23_7.1 | Raise the cultural profile and ambition of the City | CO | DCH&T | March 2024 | R | Residents and communities consultation completed in 2023 but funding to commission independent support to coordinate partners' consultation to refresh the strategy was rejected under the corporate spend control measures. The service has been significantly impacted by S114 and needs to reprioritise staff work in 2024 to try and coordinate the Strategy consultation internally. In the meantime, work continues to recruit a new chair for the Birmingham Cultural Compact utilising some funds from Arts Council England. |
| 23_7.4 | Everyone's Battle, Everyone's Business: refresh the action plan of activity for 2023/24 onwards | SEP | SJCS&E | March 2024 | R | <p>A new strategy has been drafted to replace Everyone's Battle Everyone's Business. The lead Cabinet Member, Cllr Brennan, has now commented on this. Following this in April/May, internal and external consultation of the draft strategy will take place, and a subsequent proposal of assessing the feedback, iterating the strategy, and submitting it for approval.</p> <p>This work has been delayed due to the ongoing Voluntary Redundancy process in the Equalities Team (alongside service transformation) and therefore limited capacity in the team.</p> |
| 23_7.5 | Complete refresh of the Heritage Strategy | CO | DCH&T | December 2023 | R | Draft Heritage Strategy circulated and consulted on with sector stakeholders in 2023 but the final Heritage Strategic Development Plan (SPD) is requires cross-directorate input and is delayed. Both documents are due to go forward to Cabinet for approval prior to final public consultation. |
| 23_8.1 | Widen access to Early Education Entitlement (EEE) and improve Early Years multiagency arrangements with health colleagues | C&F | CYP&F | March 2024 | R | Activity tis quarter has focused on the production of 2023/24 EEE District Action Plans by Birmingham Forward Steps (BFS) identifying planned activities to increase EEE take-up – including identification of barriers and targeted work to address those barriers and reviewed quarterly with the Early Education Strategy Manager. Review and mapping of eligible children in Temporary Accommodation to those accessing a EEE place, details of children not accessing a place are passed to BFS who undertake direct follow-up. Regular delivery of EEE Awareness Raising Sessions for Family Facing Professionals. Activity is Red rated as we are still to finalise sharing the DWP data on eligible 2 year olds with BFS and still to develop the integrated Healthy Child/EYFS check for 2YOs. |
| 23_8.6 | Further improve school attendance, attainment and achievement | C&F | CYP&F | March 2024 | R | We have consulted almost all Headteachers in the city, MAT CEOs, Ofsted and Regional Director on our new system wide education leadership model & the introduction of an education board for Spring term 2024. The boards foci is to improve attendance, attainment and inclusion across all schools and pupil cohorts. Achievement levels for summer 23 have been presented to O&S on the 9th of April. Attainment at all key stages is increasing and progressing faster than national to pre-covid levels. We are above national in Phonics and KS4 EBACC and KS5 level 3 qualifications. We are above core cities and stat neighbours at all national benchmarks. SEND achievement and pupil absence remains a priority. A new school improvement team from Sept '24 will work with our worst performing schools (11% lower than national). The city will launch is attendance strategy, has an inclusion strategy and is drafting a school improvement strategy. |

| Ref No | Delivery Milestone | Directorate | Portfolio | Delivery Date | BRAG Status | Commentary |
|---------|---|-------------|-------------------------|---------------|-------------|--|
| 23_10.2 | Review and develop a new Domestic Abuse Prevention Strategy | ASC | SJCS&E | March 2024 | R | <p>The publication of the new strategy is now planned for September 24 to allow for consultation on the full draft strategy, since our previous consultation took place before the current budget was set, so changes have been made to the strategy delivery. Work during this quarter has focussed on:</p> <ul style="list-style-type: none"> - Incorporating feedback received during the first consultation. - Action Planning with partners. - Preparing the full draft strategy for the 10-week consultation, including seeking advice from other Local Authorities who have been through this process. <p>The final version will go to Cabinet in September. The updated timeline was agreed at the Domestic Abuse Board on the 7th March 2024. It was also agreed that the additional time will be used to ensure that the strategy appropriately reflects the current financial position, both through the document narrative and through a realistic, achievable action plan.</p> |
| 23_11.2 | Continue to progress key housing development and regeneration projects: a) Ladywood Estate | PPS | Leader | March 2024 | R | <p>Due to a Judicial review which was submitted in October 2023 and has just received a response in March 2024, work has been on hold. Sign off of the development agreement is now planned with Commissioners for April 24 and the consultation will start in May/June by Berkeley, the delivery partner.</p> |
| 23_11.3 | Continue to progress key housing development and regeneration projects: b) Yardley Brook | PPS | Leader | March 2024 | R | <p>The further gas monitoring was undertaken, the results were provided alongside the update remediation strategy and submitted to planning to secure the discharge of the pre-commencement planning conditions 18 and 19. We anticipate on site by end of May 24.</p> |
| 23_11.4 | Continue to progress key housing development and regeneration projects: c) Langley Sustainable Urban Extension (SUE) | PPS | Leader | March 2024 | R | <p>Discussions on the section 106 agreement and the issue of the outline planning permission continue but due to the council's current situation negotiations and discussions on finance have been extended which have been hindered progress and means that the March '24 deadline will be missed. Negotiations and legal discussions will continue until the S106 agreement is in place and outline planning permission submitted which may be before the end of May but currently the timeline is unclear</p> |
| 23_11.5 | Continue to progress key housing development and regeneration projects: d) Druids Heath | PPS | Leader | March 2024 | R | <p>The draft master plan has been signed off by the Leader and the Commissioners and community engagement will commence in May '24. The masterplan approval and submission is on track for January '25. The route to market process has been approved by the commissioners and the Leader and a preferred developer partner is on track to be procured by March '25. This is on track as planned and not a slippage. The January 24 in the milestone is a typo/error. Alternative delivery options, has mentioned in the Q3 update to derisk and mitigated the financial burden to the council have been identified.</p> |
| 23_11.6 | Continue to progress key housing development and regeneration projects: e) Pool Farm Place | PPS | Leader | March 2024 | R | <p>The original plans for Pool Farm have been superceded by the Building Birmingham Housing Development Strategy which was reported to cabinet and approved in Jan 24. This started the process of considering alternate delivery options and derisk to mitigate financial burden to the council.</p> |
| 23_11.7 | Complete the 300 home retrofit pilot in East Birmingham | CH | Housing and Homelessnes | March 2024 | R | <p>The Pilot is progressing at pace. As as end Q4, 118 homes have been completed (63 Cross Wall Homes and 55 Low Rise Flats) with a further 60 homes 90% complete. The pilot is on track to complete in September 2024 as per the re-baselined date agreed in Q2. The Programme Board continues to actively manage the Pilot.</p> <p>Social Housing Decarbonisation Fund (SHDF) Programme rated RED by Department for Energy Strategy and Net Zero as a result of outstanding Change Requests to adjust the Programme KPIs and milestones. These are with DESNZ for sign off, delay is outside of our control but work is proceeding in accordance with planned changes.</p> <p>3 of 9 Schemes to be delivered by Fortem are under review to determine if they can be delivered within the SHDF timeframe and represent value for money or if there are alternative options to deliver these schemes (457 homes).</p> |

| Ref No | Delivery Milestone | Directorate | Portfolio | Delivery Date | BRAG Status | Commentary |
|---------|---|-------------|--------------------------|---------------|-------------|---|
| 23_12.1 | Implementing a comprehensive Temporary Accommodation Strategy to ensure families do not remain in B&B longer than 6 weeks | CH | Housing and Homelessness | March 2024 | R | The Temporary Accommodation (TA) Strategy has been reviewed as part of the Improvement and Recovery Plan targets. This reflects the savings required of the service, which is impacted by a reduction in staffing resources, prevention funds and resources for supply. The Property Acquisition Programme, approved by Cabinet in June 2023, should have delivered up to 300 homes p.a. but a review of the Strategy confirms that a significant proportion has been delivered, while other aspects are now not resourced. The service has achieved a reduction overall in the number of households with dependents over 6 weeks in B&B in the last 12 months, but this is not in line with the reduction target for 2023/24 and demand is 25% higher in 2023 than 2022. While prevention has improved, this has not entirely offset the pressure. High demand and reduced supply through the Christmas period created an additional pressure. Alternatives to the Property Acquisition Plan are in development for next year. |

| Ref No | Delivery Milestone | Directorate | Portfolio | Delivery Date | BRAG Status | Commentary |
|---------|---|-------------|-----------|---------------|-------------|---|
| 23_16.3 | Implement activity identified from the co-produced review of Day Opportunity Services | ASC | H&SC | March 2024 | R | As reported in cycle 3, we amended the timeframe for this activity due to new spend controls delaying the coproduction for the next phase of the commissioning process. A project team has led on this work which focuses upon transformation and delivery of savings targets in relation to the Council's nine internal day centres. A public consultation, entitled Your Day Your Say, will be conducted early May. Consultation will be via public meetings, meetings with carers & citizens in day centres, a questionnaire, a dedicated email address and phone number. Feedback will be collated over the summer in preparation for submission of the report to Cabinet in September 2024. The Cabinet report for the external day opportunities remains on track for April Cabinet for sign off of the proposed commissioning intentions and commissioning strategy. |
| 23_13.4 | Production of public health reports: d) Health needs assessments | SEP | H&SC | March 2024 | R | Staff capacity and competing work have caused delays in publishing reports: they will now be delivered early 2024/25. The programme harnesses research and lived experience evidence from Birmingham citizens to shine a light on inequalities and develop recommendations for action, with extensive engagement to secure ownership of recommendations. The Learning Disabilities Deep Dive (DD) will be presented to the Health and Wellbeing Board (HWBB) in May 2024, prior to publication. It has informed the BSol Framework for Transformational Change 2022-32. . The Dual Diagnosis DD is drafted with recommendations identified. It is informing Birmingham Dual Diagnosis Pathway Protocol. It will be presented to the HWBB in July 2024, prior to publication. The Mobility Impairment DD is developing with data analysis and lived experience research underway. |
| 23_14.1 | Deliver a Sport Strategy that recognises diversity and provides inclusive opportunities for all residents to become more active | CO | Leader | March 2024 | R | The Sport Strategy aligned to Public Health's Physical Activity Strategy continues to be developed but has been delayed due to having to secure S151 approval. Spend approval was received in March 2024 for the contracted consultant, but this has impacted the delivery of the strategy as the consultant had to re-mobilise and re-programme the work. There is currently a 3-4 month delay; however, we are confident that the Strategy will be delivered by August 2024. A key issues paper has been produced and is currently being reviewed to inform the direction of the upcoming work to achieve the final Strategy document delivery. |
| 23_15.2 | Review and update the suicide prevention action plan | SEP | H&SC | February 2024 | R | This has not been completed due to both internal capacity issues and external factors, for example, the coronial audit examining deaths by suicide across Birmingham and Solihull has been completed and is awaiting validation by the coroner. It was agreed in November defer to 24/25 and align this with the development of the Creating a Mentally Healthy City Strategy. |

| Ref No | Delivery Milestone | Directorate | Portfolio | Delivery Date | BRAG Status | Commentary |
|---------|---|-------------|-------------|---------------|-------------|--|
| 23_17.1 | Continue to promote and support Love Your Environment events to deliver cleaner streets | CO | Environment | March 2024 | R | There were 16 Love Your Environment events delivered in Q4 collecting 67.5 tonnes of waste. 5 of those events were delivered in the top 15 worst performing wards. However, our ability to deliver against this activity has been impacted by spend controls and saving proposals. Unfortunately, Love Your Environment will not continue for 2024/25. |
| 23_17.3 | Continue to improve the perception and performance of waste collections | CO | Environment | March 2024 | R | This work has not commenced and, given some of the service reliability issues, it is suggested that services need to improve before setting a plan for communication. |
| 23_18.1 | Deliver the Council's Clean Air Strategy | PPS | Transport | March 2024 | R | a) Expansion of air quality monitoring at schools is in progress and on track to delivery on target in September '24, procurement is currently underway. B)We are currently underway determining the future role of the Clean Air Zone. Initial discussions with the Cabinet Member around scope has been undertaken and commissioning of resources for scoping working has started. This is now planned to be completed by the end of calendar year 2024. c)The first part of campaign on building awareness around the sources of Particulate Matter and the impacts on health took place in January '24 and was based around dangers of wood burning stoves. More campaigns will be run throughout the year as planned and further work around air quality at schools will be conducted. |
| 23_18.2 | Support the strategic air quality objectives through the utilisation of environmental protection powers to improve air quality | CO | Transport | March 2024 | R | a) Annual Status Report 2023 submitted and accepted by the Department for Environment, Food and Rural Affairs (DEFRA). Work on the 2024 report has commenced and action owners have been contacted for their input. The template has been released by DEFRA and the service has commenced populating it. b) Environmental Permitting Regulation inspections for 2023/24 are being carried forward into Quarter 1 2024/25 due to non-completion of the programme (presently at 69%). The issue has arisen due to the agency being unable to find suitable staff to do the work. There is currently a reliance on existing officers working overtime at weekend in line with the Directorate Workforce Review Board. The aim is to complete this by the end of April 2024. |
| 23_18.3 | Progress master-planning study at Perry Park and preparing a business case to support its enhancement into a sustainable destination park | CO | Environment | March 2024 | R | Design Consultants have stood down and the Landscape Practice Group are now fully engaged for the design and delivery of the amended project following confirmation of the revised budget. The Local Ward members were briefed at Alexander Stadium in March and were supportive of the new approach, subject to meaningful community engagement. A Q1 meeting was held in April with the Friends of Perry Park to run through the anticipated changes from the original masterplan. A community consultation event has also been arranged where draft design proposals will be presented. Works packages have been split into two phases, the first (not requiring Planning Permission) will be delivered over the summer allowing the park to be opened shortly after and will include the new play area. The second phase includes the Northern Plaza fencing and amendments to the drainage which will require permission. A revised completion date of March 2025 has been agreed and is on schedule. |
| 23_19.4 | Further develop Birmingham District Energy Company decarbonisation road map | PPS | Environment | March 2024 | R | A number of deliverable technical solutions have been identified in this initial phase of work, current BDEC agreements and remaining contract term(s) are unlikely to drive BDEC towards significant investment and therefore alternative delivery & funding options need to be explored. The ambitions of some existing BDEC customers (on BCC contracted networks or others in the city) mean a clear and deliverable decarbonisation plan is essential. Failure to fully develop and commit to a detailed decarbonisation strategy for the network will lead to customers seeking to disconnect buildings from the scheme. This is already being realised as a result of the significant PSDS funding secured by BCH to support decarbonisation of their estate. This risk is included on the PPS directorate issues register. |
| 23_19.5 | Birmingham Transport Plan delivery | PPS | Transport | March 2024 | R | Due to the current budget situation and reduction in services it is felt that it is currently not the right time to publish and promote the Birmingham Transport Plan, as though this uses a different funding stream this is not easily understood externally and could lead to increased animosity. The new target publish date is Summer 2024. Major Projects, Sub Programmes and Policies as the basis for future reporting have been identified. |

| Ref No | Delivery Milestone | Directorate | Portfolio | Delivery Date | BRAG Status | Commentary |
|---------|---|-------------|-------------|---------------|-------------|--|
| 23_20.2 | Progress the City of Nature Plan | CO | Environment | March 2024 | R | <p>Street Scene's focus is delivering actions from the City of Nature 25-year Plan are the Green Champions (GC) programme and commencing improvements to Red Ward parks - both of which are ongoing.</p> <p>Almost 40 Green Champions across the city have signed up and monthly GC newsletters are circulated to over 300 people and regular online meetings are held.</p> <p>The Future Parks Standard process to ensure all parks and open spaces are managed to an agreed standard was drafted in Dec 2023 and is being tested. Implementation of the standards is tied to Council operational systems and were not completed in the original term of the Urban Nature Development (UND) project (Dec 2023). Cost savings announced by the Council may well further impact delivery. A request to extend the UND grant period to March 2025 to allow completion of all activities was confirmed by National Lottery Heritage Fund in March 2024. Other elements of the UND are reported by the Place, Prosperity and Sustainability Directorate.</p> |
| 23_20.4 | Progress the Urban Nature Development Programme | PPS | Environment | December 2023 | R | <p>Local Nature Recovery Strategy - Gov didn't provide the legislation in time to meet the end of year deadline - (released in Nov 23), and capacity in the team. Regional Nature Recovery Strategy needs to be in place to enable our strategy to be in line and signed off. That strategy will be ready approx March 25.</p> <p>Biodiversity habitat bank - schedule of sites that can benefit from net gain set out and baseline done and financial assessments done, but need responsible body or special purpose vehicle to progress this and currently this is not a priority in the BCC situation. this was also delayed due to government legislation</p> <p>Green Infrastructure Master Plan will be presented at City Nature Programme Board on Monday 18th March chaired by the Cabinet member for environment.</p> <p>Parks - working with IT &D to enable digitisation of the paper based system</p> |

| Ref No | Delivery Milestone | Directorate | Portfolio | Delivery Date | BRAG Status | Commentary |
|----------|---|-------------|---------------------|----------------|-------------|---|
| 23_21.12 | Develop and deliver a communications strategy aligned to the Corporate Plan priorities | SEP | Leader | September 2023 | R | A Communications Strategy had been produced to the 'Be Bold' priorities and was awaiting approval. When Section 114 was announced it was necessary to revisit the Strategy taking into account the move to Reset, Reshape, Restart, the Improvement Recovery Plan, and the Shaping Birmingham's Future Together Commission. This has been completed and will be going to the Corporate Leadership Team, Cabinet, and the Commissioners for final approval. This delay hasn't had any significant consequences as the Corporate Communications Team have continued to work to the Council's corporate priorities throughout 2023-24. |
| 23_21.10 | Deliver commercial excellence through robust, efficient, and effective commercial governance | CM | Finance & Resources | March 2024 | R | Procurement priorities are being reviewed with the new Director of Commercial and Procurement to reflect current financial priorities for the Council. Red rating reflects changes in priorities across the year with some activity not fully completed. Category teams are established and trained. Teams are reviewing their contract portfolios with a category management mindset to leverage best value, consolidate and standardise and reduce the range of contracts. Contract management handbook developed and contract managers network established. Rollout of the handbook has been paused due to risk to organisational capacity. Review of tender documents is being aligned to transition to the new Procurement Act 2023. Document review to promote supply chain diversity has been deferred to Spring 2024 in line with preparation work for new Public Contracts Regulations. Centre of Commercial Excellence and proactive modern slavery activity is on hold pending clarity on future approach. |
| 23_21.2 | Ensure we're an effective, well-run council by introducing a corporate approach for assessing and improving services to achieve good standards. | SEP | Deputy Leader | March 2024 | R | This programme has been deliberately paused and has been repurposed as part of the Improvement and Recovery Plan (IRP) programme 'Improve Key Citizen Services and Customer Standards'. This IRP programme will define a standardised approach to review and embed good practice characteristics and principles for how citizen-focused services are led, managed, and delivered by the Council. The development of an agreed framework (by October 2024), informed by best value themes, will help to ensure council services are delivered well to consistent standards, and there is a focus on service delivery being evidence-led, efficient, and continuous improvement using performance information. |
| 23_21.11 | Lead development of strategy to achieve Medium-term financial stability | CM | Finance & Resources | March 2024 | R | This remains Red due to the current financial challenges the Council is facing, although activity has been successfully progressed to start to address this. A budget was set in March for 2024/2025. 166 saving proposals for 2024/25 and 2025/26 have been identified, reviewed and assessed with detailed challenge meetings. Arrangements are being established to monitor and ensure delivery of this activity. A programme of Asset disposals has also commenced. A timetable for developing the 2025/26 budget has been drafted with activity starting early in Q1 2024/25 to progress this and ensure the development of a four-year Medium Term Financial Plan. S151 Spend Control panels have been reviewed by internal audit with low levels of concerns identified. The recommendations are being reviewed and implemented for the new financial year including reminding all Council staff of the need for compliance with spend control processes. |

Appendix D – Refreshed Corporate Performance Indicator Set for 2024-25 reporting.

As part of a broader programme of activity within the IRP, the Corporate KPI suite has been refreshed to focus on the delivery of safe, compliant basic services to citizens. This is in response to the Centre for Governance and Scrutiny (CfGS) recommendation. A small set of indicators owned by Council Corporate Services (Finance, Legal, Customer Services and so on) are also included in the list as part of our ambition to become a well run Council.

The full list of corporate KPIs for 2024/25 reporting is available here:

| Directorate | KPI title |
|-----------------------|---|
| Adult Social Care | Increase - Percentage of people who receive Adult Social Care in their own home |
| Adult Social Care | Increase - Proportion of patients discharged from hospital into pathway 0 (home with no support) and pathway 1 (home with support) |
| Adult Social Care | Increase - Uptake of Direct Payments |
| Adult Social Care | Increase - Percentage of concluded Adult Social Care Safeguarding enquiries where the person's risk was reduced or removed. |
| Adult Social Care | Increase - Proportion of clients receiving Residential, Nursing or Home Care, or Care and Support (supported living) from a provider that is rated Silver or Gold |
| Children and Families | Increase - Percentage of new Education, Health and Care Plans (EHCP) issued within 20 weeks |
| Children and Families | Number of children and young people (aged 5-16) with an EHCP awaiting resource base provision for more than 12 weeks |
| Children and Families | Decrease - Number of children and young people (aged 5-16) with an EHCP awaiting special school place for more than 12 weeks |
| Children and Families | Decrease - Absence rate: primary |
| Children and Families | Decrease - Absence rate: secondary |
| Children and Families | Decrease - Absence rate: Special |
| Children and Families | Decrease - Exclusion rate: primary |
| Children and Families | Decrease - Exclusion rate: secondary |
| Children and Families | Decrease - Exclusion rate: special schools |
| Children and Families | Increase - Proportion of eligible pupils transported to school |
| Children and Families | Decrease - BCT: Birmingham Children's Trust re-referral rate |
| Children and Families | Decrease - BCT: Percentage of children who become the subject of a Child Protection Plan for a second or subsequent time within the last 2 years |
| Children and Families | Decrease - BCT: Percentage of children in care experiencing three or more moves within a year |

| Directorate | KPI title |
|-----------------------|---|
| Children and Families | Increase - BCT: Percentage of care leavers in suitable accommodation aged 19, 20 or 21 |
| Children and Families | Increase - BCT: Percentage of care leavers in employment, education or training (EET) on their 19th to 21st birthday |
| Children and Families | Decrease - Percentage of 16 and 17 year olds that are not in education, employment or training (NEET) |
| Children and Families | Percentage of 16 and 17 year olds that their status isn't known. |
| Children and Families | Increase - Early Years Entitlement: Percentage of 2 year olds accessing Early Education Entitlement (EEE) |
| Children and Families | Increase - Early Years Entitlement: Percentage of 3 and 4 year olds accessing 15 hours Early Education Entitlement (EEE) |
| Children and Families | Increase - Percentage of Children under 3 eligible for 30 hours early years childcare who have accessed a place with an early years provider |
| Children and Families | Decrease - BCT: Average social worker caseload |
| Children and Families | Increase - Percentage of local authority maintained schools with a Good or Outstanding rating by Ofsted |
| Children and Families | Increase - Percentage of applicants who received an offer to one of their top 3 preferred schools (Primary) |
| Children and Families | Increase - Percentage of applicants who received an offer to one of their top 3 preferred schools (Secondary) |
| Children and Families | Increase - Percentage of School Governor posts filled in mainstream schools (Local Authority) |
| City Operations | Decrease - CO_CP_21a - Reported missed collections per 100k collections scheduled |
| City Operations | Decrease - non-recyclable waste per household (OFLOG) |
| City Operations | Increase - Percentage of household waste sent for recycling (without bottom ash) (OFLOG) |
| City Operations | Increase - Percentage of offensive / racist graffiti cleared by the Street Cleansing Team within 2 working days |
| City Operations | Decrease - Anti-social behaviour Case Review enquiries ("Community Triggers") received as a percentage of the number of anti-social behaviour incidents reported to the Council |
| City Operations | Increase - CO_CP_27 - Percentage of Community Safety 'front door' enquiries closed within 28 days |
| City Operations | Increase - CO_CP_20 - Number of children and adult visits utilising the Be Active free leisure offer across Birmingham Wellbeing and Leisure Centres |

| Directorate | KPI title |
|-----------------|---|
| City Operations | Increase - Percentage of food inspections completed against the Food Law Enforcement Plan |
| City Operations | Increase - CO_CP_17 - Number of properties improved in the Private Rented Sector as a result of the Council's intervention |
| City Operations | Increase - CO_VS_29 - Number of completed inspections for licensable mandatory Houses in Multiple Occupation (HMO) |
| City Operations | Decrease - Recycling contamination rate: proportion of household waste sent for recycling that is rejected (OFLOG) |
| City Operations | Increase - Percentage of fly-tipping incidents cleared by the Street Cleansing Team within 7 working days |
| City Operations | Increase - Percentage of births registered within the statutory timescale after the birth (42 days) |
| City Operations | Increase - Percentage of non-coronial deaths registered within 5 days of receipt of the medical certificate of cause of death - has been reworded |
| City Operations | Increase - Percentage of short notice burials carried out within 1 day after booking |
| Corporate | Decrease - Average number of days absent per employee - Council-wide |
| Corporate | Decrease - Total no. of FOI requests |
| Corporate | Increase - Percentage of customers registering satisfaction with the Council (Contact Centre Survey) |
| Corporate | Increase - Compliments received per 1,000 residents |
| Corporate | Decrease - Complaints received per 1,000 residents |
| Corporate | Increase - % of member complaints responded to within SLA - Stage 1 |
| Corporate | Increase - % of customer / citizen complaints responded to within SLA - Stage 1 |
| Corporate | Decrease - Average number of days to process changes to housing benefits |
| Corporate | Decrease - Average number of days to process new housing benefit applications |
| Corporate | Increase - Council tax collection rate (%) |
| Corporate | Increase - Business rates collection rate percentage of annual amount due) |
| Corporate | Increase - Percentage of housing rents collected |
| Corporate | Decrease - Number of upheld Ombudsman complaints per 10,000 population (OFLOG) |
| Corporate | Increase - Procurement: percentage of supplier invoices paid on time (within payment terms) |
| Corporate | Decrease - Procurement: percentage of non-contracted (non-managed) spend |

| Directorate | KPI title |
|-----------------------------------|--|
| Early Intervention and Prevention | Increase - Total number of domestic abuse victims supported through the Part 4 new statutory duty |
| Early Intervention and Prevention | Increase - Maximising income for citizens: a) total additional income achieved for citizens from benefits / charitable sources by the Neighbourhood Advice and Information Service |
| Early Intervention and Prevention | Increase - Maximising income for citizens: b) total additional income achieved for citizens from benefits / charitable sources by third sector advice providers contracted by the Council |
| Housing | Increase - Proportion of non-emergency repairs completed within landlords' target timescale |
| Housing | Increase - Proportion of emergency repairs completed within landlords' target timescale |
| Housing | Increase - Percentage of households owed a prevention duty, where homelessness was successfully prevented within 56 days |
| Housing | Decrease - Total numbers of families with dependents in Bed and Breakfast over 6 weeks |
| Housing | Increase - Percentage of gas safety checks undertaken on all relevant properties |
| Housing | Increase - Percentage of gas safety checks undertaken on all relevant blocks |
| Housing | Increase - Percentage of Electrical Installation Condition Report tests undertaken in all relevant properties |
| Housing | Increase - Percentage of Electrical Installation Condition Report tests undertaken in all relevant blocks |
| Housing | Increase - Percentage of asbestos surveys undertaken in all relevant communal properties (block only) |
| Housing | Increase - Percentage of legionella tests undertaken in all communal areas (block only) |
| Housing | Increase - Percentage of fire risk assessments undertaken in High-rise blocks |
| Housing | Increase - Percentage of fire risk assessments undertaken in Low-rise blocks |
| Housing | Increase - Percentage of monthly Lift Operations and Lifting Equipment Regulations (LOLER) checks undertaken |
| Housing | Increase - Percentage of Council homes that meet the decent homes standard |
| Housing | Increase - Percentage change in the decent homes standard following the annual investment programme |
| Housing | a) Increase - b) Decrease - Customer complaints: a) Percentage of customer complaints resolved within service-level agreement timescales b) Number of complaints overdue (including any backlog) |
| Housing | Increase - Proportion of respondents who report that they're satisfied with the overall service from the Council as their landlord |

| Directorate | KPI title |
|--------------------------------------|--|
| Housing | Increase - Proportion of respondents who have received a repair in the last 12 months who report that they're satisfied with the overall repair service |
| Housing | Decrease - Average days void turnaround (the period of time when a property is unoccupied between two tenancies. Excludes Major works) |
| Place, Prosperity and Sustainability | Increase - Percentage of homes built that are affordable (and number) |
| Place, Prosperity and Sustainability | Increase - Percentage of the Direct Delivery house building programme delivered against the quarterly plan |
| Place, Prosperity and Sustainability | Increase - Percentage of major planning applications decided on time (within 13 weeks) |
| Place, Prosperity and Sustainability | Increase - Percentage of minor applications determined on time (within 8 weeks) |
| Place, Prosperity and Sustainability | Increase - Percentage of other applications determined on time (within 8 weeks) |
| Place, Prosperity and Sustainability | Decrease - Percentage of major planning applications overturned on appeal |
| Place, Prosperity and Sustainability | Decrease - Percentage of non-major planning applications overturned on appeal |
| Place, Prosperity and Sustainability | Decrease - Percentage reduction in non-compliant vehicles entering the Clean Air Zone |
| Strategy, Equality and Partnerships | Increase - Proportion of New Birth Visits completed within 14 days |
| Strategy, Equality and Partnerships | Increase - Percentage of the eligible population aged 40-74 who received an NHS Health Check |
| Strategy, Equality and Partnerships | Increase - Successful completion of drugs and alcohol treatment: opiate users |
| Strategy, Equality and Partnerships | Increase - Number of individuals accessing stop smoking support and quitting at 4 weeks |
| Strategy, Equality and Partnerships | Increase - Individuals identified within high risk target populations (routine and manual workers, those under the age of 18 years, and pregnant women) accessing stop smoking support and quitting at 4 weeks |
| Strategy, Equality and Partnerships | Increase – Be Active Plus Users classed as fairly active (30-149 minutes of physical activity per week) upon programme exit |

Birmingham City Council

Cabinet

25 June 2024



Subject: City Housing CCTV Pilot Programme

Commissioner Review

Commissioners are supportive of the implementation of a pilot programme as a proactive response to tenant feedback. This pilot will provide the evidence and data necessary to inform BCC's decision on any future roll-out of CCTV across its housing stock. It is important that the programme is subject to robust evaluation and Commissioners look forward to receiving the outcome of the pilot.

Birmingham City Council

Report to Cabinet

25 June 2024



Subject: City Housing CCTV Pilot Programme

Report of: Paul Langford, Strategic Director – City Housing

Relevant Cabinet Member: Cllr Jayne Francis – Cabinet Member – Housing and Homelessness

Relevant O & S Chair(s): Cllr Jamie Tennant – Homes Overview and Scrutiny Committee

Report author: Guy Chaundy, Assistant Director – Housing Strategy and Enabling

| | | |
|---|---|--|
| Are specific wards affected? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No – All wards affected |
| If yes, name(s) of ward(s): Billesley, Bournville and Cotteridge, Bromford and Hodge Hill, Druids Heath & Monyhull, Erdington, Kings Norton South, Newtown, Northfield, North Edgbaston, South Yardley, Stockland Green, Tyseley and Hay Mills, Ward End. | | |
| Is this a key decision? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| If relevant, add Forward Plan Reference: 012651/2024 | | |
| Is the decision eligible for call-in? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| Does the report contain confidential or exempt information? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| If relevant, provide exempt information paragraph number or reason if confidential: | | |

1 Executive Summary

- 1.1 The Council's Asset Management Strategy 2024-2029 was approved by Cabinet in January 2024. One of the key priorities within the strategy was that all Council

homes should be safe. A commitment of this strategy was to explore how CCTV can be re-introduced into Council high and low-rise blocks and neighbourhoods to enable residents to feel safer in their home.

- 1.2 The Council seeks approval to implement a CCTV pilot to provide an evidence basis to support the possible wider implementation of CCTV across the city. The pilot includes the installation of CCTV in a specific set of locations following feedback from tenants, leaseholders and insight from key performance indicators and stakeholder data.
- 1.3 This report sets out the Council's position in relation to the installation, monitoring, and management of CCTV cameras during the 12-month pilot, initially within targeted high crime and antisocial behaviour (ASB) areas, to assess the effectiveness of CCTV cameras in preventing and reducing incidences of crime and ASB. The effectiveness of the pilot will be measured using data on reported crime and ASB in the relevant blocks, including the reduction of criminal damage and repeat repairs as a result of vandalism and criminal damage, and in improved tenant perception against relevant Tenant Satisfaction Measures.
- 1.4 The primary driver for this pilot was feedback from tenants and leaseholders regarding the safety of their homes and neighbourhoods, particularly since the decommissioning of the existing CCTV network in 2014 across high rise sheltered and general needs blocks. Our interactions with tenants through a variety of methods, including Tenant Satisfaction Measures, the Tenant Engagement Framework, Meet the Ombudsman event, Tenant Talk events, complaints and local interaction with tenants and leaseholders has highlighted that there is a correlation between the lack of CCTV within Council managed properties and a perceived increase in crime and antisocial behaviour.
- 1.5 Over the course of the last 12 months, the Council have been undertaking tenant perception surveys as part of the implementation of the Social Housing Regulation Act, implemented by the Regulator of Social Housing following the Grenfell disaster. The results of these surveys will be formally submitted to the Regulator in June 2024, and must be published annually. Through the collection of this data, we have identified low levels of satisfaction around ASB and tenants and leaseholders feeling generally unsafe in their home and how their reports are dealt with. It is clear that our tenants see the installation of CCTV as a key priority across the city. This perception is strongly felt in high-rise blocks and local community safety partnership data supports this.
- 1.6 The Council has commissioned Housemark to carry out Tenant Satisfaction Surveys on a quarterly basis to ensure a level of independence; the results of these surveys highlight tenants' overall dissatisfaction with the Council's response to ASB and in the Council's ability to provide safe homes. [Figure 1](#) demonstrates the levels of satisfaction as measures via the Tenant Satisfaction Surveys. To provide context, the national median has been provided which demonstrates where Birmingham sits against other comparable authorities.

Figure 1 – tenant satisfaction with safety and response to ASB

| Measure | Q1 | Q2 | Q3 | YTD | National Median |
|--|-------|-------|-------|-------|-----------------|
| Satisfaction that the home is safe | 67.3% | 63.2% | 64.8% | 65.1% | 83.2% |
| Satisfaction with the landlord's approach to handling antisocial behaviour | 45.4% | 50.5% | 43.4% | 46.9% | 54.5% |

- 1.7 The regulatory landscape for social housing has changed significantly in recent years, in large part as a result of the Grenfell tragedy. Local authorities are under greater scrutiny regarding the management of high-rise blocks in particular, and the Council has invested significantly to comply with the relevant legislation and ensure that tenants are provided with buildings that are safe. The installation of CCTV, whilst not a specific legislative requirement, is however a further step in assuring tenants that the Council takes their safety and wellbeing seriously and that the Council responds where tenants make us aware of their concerns.
- 1.8 The Regulator of Social Housing is moving from a reactive to a proactive regime of governance, providing a more robust challenge to landlords and the ability to inspect landlords to ensure compliance with the Consumer Standards, some of which specifically focus on the way in which the landlord responds to ASB and hate crime and seeks to resolve it. The Council undertook a self-assessment against the Consumer Standards in November 2023 in preparation for inspection by the Regulator and, as part of the actions identified from this self-assessment, there were obvious risks around the management of ASB both in terms of policy and procedure.
- 1.9 The implementation of CCTV is therefore part of a package of measures that the Council is implementing to combat crime and ASB across the city and deliver against a clear objective that tenants and leaseholders should have a safe place to live. This pilot further aligns to the Improvement and Recovery Plan (IRP) objective to deliver good services by driving improvements across the Council's housing stock for tenants and leaseholders. The CCTV pilot programme has been designed using detailed analysis of both quantitative and qualitative data, considering, tenants' and leaseholders' lived experience, demographic information, and the Council's responsibility as a landlord to keep tenants safe. The proposals set out in this report extend to the installation of CCTV within specific high-rise blocks, selected based on data regarding the frequency and volume of crime and ASB, for a 12-month pilot period to evaluate the effectiveness of CCTV in preventing or reducing crime and ASB. This data will be drawn from the Council's systems in relation to reports of antisocial behaviour, vandalism and damage, and information from partner agencies regarding incidents of arson and detected crime. This quantitative information will be considered alongside qualitative information from tenants regarding their perception of safety and will then be used to inform decisions going forward

relating to the wider installation of CCTV (where this is proven to be effective) or to alternative options aimed at reducing crime and ASB.

2 Recommendations

That Cabinet:

- 2.1 Approves the implementation of CCTV during a 12-month pilot across specific hot-spot areas in line with an evidenced based approach to inform the wider consideration of the installation of CCTV as part of a rolling programme either through planned Capital Works or on a case-by-case basis where needed.
- 2.2 Approves the intention not to recover service charge for the revenue element of the CCTV programme in hot-spot areas for the 12-month pilot period to enable the Council to evaluate success.
- 2.3 Approves the anticipated maximum spend of £500k in capital costs and £120k in revenue costs across the 12-month pilot period.
- 2.4 Approves and endorses the Council's approach, positively responding to feedback from tenants and leaseholders in relation to CCTV.
- 2.5 Delegates authority to the Strategic Director - City Housing in consultation with the Chief Operating Officer, the Interim Director of Finance (Section 151) and the Interim City Solicitor & Monitoring Officer (or their delegates) to approve the procurement strategy and contract award to implement the pilot.
- 2.6 Authorises the Interim City Solicitor and Monitoring Officer to execute the necessary documents to implement the above recommendations.

3 Background

- 3.1 The Council's existing CCTV system became non-compliant with relevant legislation (and therefore obsolete) in 2013. A decision was taken, based on the projected costs of upgrading the existing CCTV provision across the stock portfolio, to decommission the existing system. This decision was in part informed by the potential increase in service charges needed to fund the upgrade of the CCTV system, at a time when the switch to Universal Credit meant that many tenants were coping with budgeting their income to meet their outgoings.
- 3.2 The provision of CCTV, including the maintenance and monitoring of the system, was a significant financial and logistical pressure for the Council. At the time of the decision to decommission in 2014, the projected costs to upgrade the system were £13m (£18m at 2023 prices). The decision was taken to move from CCTV to a system of enhanced remote night security and secure entry systems to all high-rise blocks. Advances in CCTV technology and remote monitoring since this time mean that the overall indicative pro-rata cost of this pilot programme is likely to be significantly lower than that budgeted for in 2013-14.
- 3.3 Whilst the decision to decommission all CCTV in 2013-14 was taken based on the Council's financial pressures at the time, this was done across the whole

stock portfolio without specific regard to high-rise blocks or neighbourhoods where the ongoing provision of CCTV may have been beneficial in terms of limiting the effects of crime, vandalism and antisocial behaviour where this was a particular concern. Whilst the data to support such decisions may not have been readily available at the time, the Council is now in a position to use intelligence and data to inform decisions regarding the provision of CCTV within specific, targeted areas based on particular concerns, and it is this rationale, as set out in section 4, that has underpinned the selection of the high-rise blocks chosen to form part of the pilot programme and to hopefully deliver the most tangible benefits to tenants.

3.4 Since the decommissioning of the CCTV system, there has been an increase in crime and ASB within many blocks. The Council received 4384 reports of ASB in 2022-23. Whilst this may in some regard reflect national trends relating to increases in crime and ASB, the perception of our tenants is that the two factors are directly related, and that the Council's decision to decommission CCTV has driven this increase has limited our ability to identify perpetrators and take appropriate action.

3.5 The Council interacts with tenants and leaseholders in many ways in relation to housing issues, and a constant theme within these interactions, either formal or informal, is that the majority of tenants feel that the Council should provide CCTV to act as a deterrent to crime, ASB and to support the Council and police in taking action against perpetrators. Given the size of the Council's portfolio of high-rise blocks (204 with 35 being sheltered accommodation), this has presented a significant pressure and to this point no decision has been made in relation to the provision of CCTV. It is however evident through consultation with our tenants and leaseholders that this issue is the primary concern and as such the Council is required to consider measures to demonstrate that we have listened to our tenants and that we have acted on their concerns.

3.6 The Council's Asset Management Strategy 2024-2029 clearly sets out key commitments to both the re-integration of CCTV into blocks and neighbourhoods where this need is supported by impact assessments, and to reducing the number of ASB reports across the city; this report seeks approval to deliver against these commitments.

4 Rationale

4.1 The implementation of CCTV, even on a limited pilot basis, not only comes at significant cost to the HRA but would also have an impact on service charges for leaseholders and tenants. An increase in service charge would be unavoidable, given the receipt of an additional service of this kind, particularly given the potential savings on essential services post s.114 intervention and the impact of the cost-of-living crisis. However, we recognise that tenants and leaseholders are concerned about the impact of anti-social behaviour and the feedback we have received indicates that tenants and leaseholders do not feel safe.

- 4.2 As a proportionate response, we have chosen to implement CCTV in specific ASB hotspot areas over a 12-month period to test whether this improves the resident experience and reduces ASB overall. Evaluating this across a select number of areas of concern means that there will be an evidence base for future wholesale implementation, making an increase in service charge more palatable for tenants and leaseholders.
- 4.3 We have triangulated significant data sources via Power BI to identify “hot spots” where a particular block or estate is experiencing significant crime and ASB, and where it would therefore be most beneficial to trial the use of CCTV as a deterrent and to provide reassurance to the affected tenants. The data used to identify these hot spots included complaints, ASB (criminal damage, fires, drug dealing and use etc), crime and persistent fly-tipping. Several blocks selected for the pilot programme have recently benefitted from capital investment works and there is a desire to install CCTV in order to minimise potential vandalism and damage based on historical issues.
- 4.4 The Capital works high-rise programme is already underway across the city delivering improvement works over a 12-year period; as part of this programme, CCTV will be installed within blocks to both provide tenant assurance, to deter damage in refurbished blocks and to protect the Council’s investment. This will be a separate programme to the pilot proposal, which is aimed at targeting those blocks not within the Capital Works programme where ASB and crime is a current concern. High-rise blocks or sheltered accommodation blocks identified in the Capital Programme to receive CCTV over the next 12 months as part of planned works, will be included within the pilot in terms of monitoring the effectiveness of the installation.
- 4.5 The Capital Works programme will include the installation of CCTV for current and future refurbishment works. Figure 2 illustrates those blocks where Capital Works are scheduled with an indicative timescale.

Figure 2 – Capital Works programme

| Block | Ward | Capital Works Timescale |
|-------------------|---------------------------|-------------------------|
| Wickets Tower | Edgbaston | January 2024 |
| Century Tower | Edgbaston | January 2024 |
| Boundary House | Edgbaston | January 2024 |
| Kingspiece House | Bromford and Hodge Hill | April 2024 |
| Coney Green House | Longbridge and West Heath | 2024 |
| Essington House | Ward End | 2027-28 |
| Stoneleigh House | Harborne | 2026-27 |
| St Albans House | Harborne | 2027-28 |

| | | |
|---------------|---------------------------|---------|
| Netley House | Harborne | 2028-29 |
| Tintern House | Harborne | 2029-30 |
| Hobbis House | Longbridge and West Heath | 2025-26 |

- 4.6 The infrastructure of CCTV will be installed on every floor of each high-rise block within the programme, allowing cameras to be easily moved across floors or for the number of cameras to be increased. The initial installation will target those areas of blocks where ASB and criminal damage are a specific issue, with the capability to proactively change the locations depending on need. This will allow the Council to utilise cameras as an effective tool, relocating them to areas in blocks where they can capture reports of elevated ASB and crime accordingly, whilst delivering value in not installing a significant number of cameras in each location.
- 4.7 The council will strategically select the best suitable security package through a block-by-block analysis, determining the scope of the installation, number and location of cameras etc. This may include blocks where the Council decides not to install CCTV; any such decision will be supported by appropriate rationale (i.e. the issues within the block can be addressed via alternative security measures). The council will apply a due diligence process to confirm that the data supports the installation of CCTV ensuring the Council meets all required GDPR and data compliance requirements for each block.
- 4.8 The Council will identify the minimum-security package on offer to residents incorporating CCTV through both the pilot and the wider CCTV delivery programme: this will be linked to existing security measures such as the intercom door system. The aim will be to offer residents the most appropriate suitable security package for each block, including tenants in sheltered accommodation.
- 4.9 Based on the hot spot data, the Council have identified the priority wards and blocks below in [Figure 3](#) that will form part of the pilot.

Figure 3 – Priority Hot Spot Blocks

| Block | Ward | Rationale |
|----------------------|---------------------------|---|
| Bakeman House | South Yardley | Sheltered; ASB, Criminal Damage. |
| Barrow House | North Edgbaston | ASB and Criminal Damage. |
| Brookpiece House (On | Druids Heath and Monyhull | ASB, Criminal Damage, Excessive Fires, Drug Taking, Youths Hanging around |

| | | |
|----------------------------|---------------------------|---|
| Clearance so nearly Empty) | | property, Neighbour Disputes, Assaults and Verbal Altercations. |
| Browning Tower | Bournville and Cotteridge | ASB; Criminal Damage, Recently Refurbished – to protect the investment. |
| Coppice House | Tyseley and Hay Mills | ASB |
| Drews House | Druids Heath and Monyhull | ASB, Criminal Damage, Excessive Fires, Drug Taking, Youths Hanging around property, Neighbour Disputes, Assaults and Verbal Altercations. |
| Essington House | Ward End | ASB; Criminal Damage; Excessive Fires. |
| Harrison House (Sheltered) | Druids Heath and Monyhull | ASB, Criminal Damage, Excessive Fires, Drug Taking, Youths Hanging around property, Neighbour Disputes, Assaults and Verbal Altercations. |
| Hollypiece House | Tyseley and Hay Mills | ASB |
| Homemeadow House | Tyseley and Hay Mills | ASB |
| Inkerman House | Newtown | ASB |
| Jordan House | Hodge Hill | ASB; Criminal Damage; Recently refurbished with no CCTV. |
| Kineton House | Billesley | Sheltered; ASB; Recently refurbished with no CCTV. |
| Loweswater House | Kings Norton South | ASB; Criminal Damage; Excessive Fires. Recently refurbished with no CCTV. |
| Middlefield House | Druids Heath and Monyhull | ASB, Criminal Damage, Excessive Fires, Drug Taking, Youths Hanging around property, Neighbour Disputes, Assaults and Verbal Altercations. |
| Moor House | Druids Heath and Monyhull | ASB, Criminal Damage, Excessive Fires, Drug Taking, Youths Hanging around property, Neighbour Disputes, Assaults and Verbal Altercations. |
| Parker House | Druids Heath and Monyhull | ASB, Criminal Damage, Excessive Fires, Drug Taking, Youths Hanging around property, Neighbour Disputes, Assaults and Verbal Altercations. |
| Pleck House | Druids Heath and Monyhull | ASB, Criminal Damage, Excessive Fires, Drug Taking, Youths Hanging around |

| | | |
|-----------------|---------------------------|---|
| | | property, Neighbour Disputes, Assaults and Verbal Altercations. |
| Sandhurst House | Kings Norton South | ASB; Criminal Damage; Recently refurbished with no CCTV. |
| Shelley Tower | Bournville and Cotteridge | ASB; Criminal Damage; Recently refurbished with no CCTV. |
| Topfield House | Druids Heath and Monyhull | ASB, Criminal Damage, Excessive Fires, Drug Taking, Youths Hanging around property, Neighbour Disputes, Assaults and Verbal Altercations. |
| Waltham House | Kings Norton South | ASB; Criminal Damage; Recently refurbished with no CCTV. |
| Wyrley House | Stockland Green | ASB |

4.10 For the pilot programme, data has been analysed and ranked via Power BI to develop a rating system for wards and estates of most concern, in order to ensure that the CCTV programme is targeted at those areas of most concern to tenants.

This data has also been supported with the use of local intelligence from Housing Management to arrive at the target blocks set out at section [Figure 4](#) sets out the blocks that are of most concern and have been selected for the pilot. Data across these blocks was obtained from Power BI, measuring data for the three years from 1st January 2021 to March 2024.

Figure 4 - Priority Hot Spot Blocks with ASB

| Block Name | Post Code | Number of Floors | ASB Cases |
|-------------------|-----------|------------------|-----------|
| Bakeman House | B26 1AA | 11 | 54 |
| Barrow House | B16 9AH | 9 | 12 |
| Brookpiece House | B14 5TB | 13 | 24 |
| Browning Tower | B31 2HE | 12 | 13 |
| Coppice House | B27 7TA | 12 | 10 |
| Drews House | B14 5PQ | 13 | 17 |
| Essington House | B8 2SU | 15 | 16 |
| Harrison House | B14 5LQ | 13 | 1 |
| Hollypiece House | B27 7TB | 12 | 13 |
| Homemeadow | B27 7TD | 12 | 6 |
| Inkerman House | B19 2SG | 15 | 9 |
| Jordan House | B36 8PH | 13 | 16 |
| Kineton House | B13 0RB | 6 | 5 |
| Loweswater | B38 0BA | 8 | 9 |
| Middlefield House | B14 5LG | 13 | 9 |
| Moor House | B14 5QF | 13 | 9 |

| | | | |
|----------------|---------|----|----|
| Parker House | B14 5LJ | 13 | 6 |
| Pleck House | B14 5PU | 13 | 10 |
| Sandhurst | B38 0AZ | 8 | 16 |
| Shelley Tower | B31 2HB | 12 | 9 |
| Topfield House | B14 5QU | 13 | 12 |
| Waltham House | B38 0AY | 8 | 17 |
| Wyrley House | B31 2HB | 13 | 15 |

4.11 Figure 5 below focusses on complaints relating to crime in the same 15 blocks. Data across the 20 blocks was obtained from Power BI filtering to dates 1st January 2021 to 1st March 2024.

Figure 5 - Priority Hot Spot Blocks with Crime.

| Block Name | Post Code | Criminal Damage Cases |
|-------------------|-----------|-----------------------|
| Bakeman House | B26 1AA | 7 |
| Barrow House | B16 9AH | 6 |
| Brookpiece House | B14 5TB | 14 |
| Browning Tower | B31 2HE | 43 |
| Coppice House | B27 7TA | 8 |
| Drews House | B14 5PQ | 14 |
| Essington House | B8 2SU | 6 |
| Harrison House | B14 5LQ | 2 |
| Hollypiece House | B27 7TB | 1 |
| Homemeadow House | B27 7TD | 4 |
| Inkerman House | B19 2SG | 6 |
| Jordan House | B36 8PH | 8 |
| Kineton House | B13 0RB | 6 |
| Loweswater | B38 0BA | 3 |
| Middlefield House | B14 5LG | 4 |
| Moor House | B14 5QF | 4 |
| Parker House | B14 5LJ | 19 |
| Pleck House | B14 5PU | 21 |
| Sandhurst House | B38 0AZ | 6 |
| Shelley Tower | B31 2HB | 6 |
| Topfield House | B14 5QU | 12 |
| Waltham House | B38 0AY | 6 |
| Wyrley House | B31 2HB | 10 |

4.12 Data has also been analysed relating to blocks where there are multiple repair requests for communal areas. Often these repairs relate to criminal damage, particularly the vandalism of communal lights and damage to communal doors, or the removal of repeated graffiti. The perception of some tenants that high-rise

blocks are not safe is supported by, for instance, more than 40 visits to repair damaged communal lighting within one block in the last six months.

- 4.13 The geographical spread of the identified blocks does not include the city as a whole; whilst there is an aspiration to install CCTV in as wide a sample as possible for the pilot programme, the selection of the blocks identified as part of the pilot programme has been driven by the available data and intelligence. This has resulted in the identified blocks being located throughout the city however not all wards and geographical areas are covered by the pilot programme given the parameters for the selection of blocks based on intelligence and data.
- 4.14 The minimum proposals under the CCTV pilot are for the installation of external cameras to the front and rear of the blocks, with internal cameras on the ground floor covering communal areas and in lifts. This is a typical approach to avoid ASB in and around communal areas and mirrors the CCTV installation within blocks as part of the Capital Works programme.
- 4.15 The Council's Community Safety Partnership Team have 11 deployable cameras for 12 weeks at a time with a possibility to an extension to assist with ASB and crime in Birmingham where the need arises. The City Housing Directorate will have access to these 11 cameras should they require them. Additionally, Waste Management and Environmental Health teams also have deployable cameras. Outside of the City Operations Directorate, City Housing also own some static cameras.
- 4.16 The council are seeking to secure a specialist contractor to provide CCTV equipment, the cabling, and a fibre optic link as part of one package. There is an option to put all the data on one line to avoid cost implications linking cameras back to the central location within one team, the Resilience Team managed within the City Operations directorate. The staff situated at this central control room will collaborate closely with the police, providing intelligence used in the detection and prevention of crime and disorder, helping to inform and direct officers on the ground and providing video evidence usable in court.
- 4.17 The Council will allow sufficient time to execute a procurement exercise prior to implementation. This will include tender, evaluation, and award of the contract to secure the most economically advantageous tender as well as mobilisation of the successful contractor.
- 4.18 By providing the CCTV pilot programme in this way, the City Housing directorate is aligning to the Council's Improvement and Recovery Plan (IRP) in seeking to consolidate the service within the wider Council and deliver efficiencies via utilising only one fibre-optic line to stream data to the central location. It is anticipated that by recording CCTV images centrally via this team, there may be a deliverable cost saving in the overall installation cost for CCTV (currently budgeted at c£24,000 per block) as there may be an opportunity to limit the hardware needed to support the installation. This is subject to a feasibility study on a block-by-block basis.

5 Monitoring and Evaluation

- 5.1 CCTV cameras will be monitored from the Council's central location, managed under the Resilience Team as part of the City Operations directorate. CCTV feeds can be reviewed in real time and there is additionally the capability to download the images to share as evidence with West Midlands Police where crime and ASB is identified or where data is requested for these purposes.
- 5.2 The Council's Community Safety Team have the overall responsibility for managing the existing CCTV system and the data recorded. Staff situated in the central control room collaborate closely with police, providing intelligence used in the prevention and detection of crime, and helping to inform officers on the ground of any potential issues.
- 5.3 As part of the CCTV pilot, the Council will produce a report setting out the impact of CCTV on crime and ASB in known hot spots, and the overall effectiveness of the programme in deterring and reducing crime and ASB. We will also measure and report on the effectiveness of the programme in changing the perception of tenants where CCTV has been installed to assess whether this has a tangible impact on tenant feeling safe.
- 5.4 It will also be possible to measure any improvement in tenant perception via Tenant Satisfaction Surveys, although this impact may be more difficult to evaluate given the limited initial scope of the pilot. The effectiveness of the CCTV programme will also be measured based on whether the installation has led to any successful arrests or prosecutions for crime or ASB within the relevant high-rise blocks.
- 5.5 The report will consider the overall effectiveness of the CCTV programme and inform future decisions around the widening of the scope to other high-rise blocks and estates based on supporting data evidencing need. The programme will be subject to regular and robust review to ensure that it is delivering on the overarching objectives of preventing and reducing crime and ASB and delivering effective reassurance to our tenants. Data to inform the report will be taken from the Council's Power BI system and intelligence from the relevant Housing Management Heads of Service.

6 Risk Management

- 6.1 There are some risks associated with this proposal:
- 6.1.1 **Cost** – the installation, monitoring and management of the CCTV pilot is not without cost. Ordinarily, these costs would be incorporated into service charges, due to the additional service provided.
- 6.1.2 We are acutely aware of the difficulties that many of our tenants and leaseholders face, particularly given the ongoing cost of living crisis and the implications of the Council's budget proposals with increases to rents and Council Tax, and a review of existing service charges.

- 6.1.3 It is proposed that for the initial 12-month implementation period and a further three-month evaluation period following completion of the pilot programme, this cost is absorbed by the Council via the HRA, and that tenants in the relevant blocks are not asked to fund any additional costs relating to the revenue element of the CCTV installation programme. This will allow sufficient time for the effectiveness of CCTV to be measured, and for any corresponding improvement in tenant perception to be assessed. The CCTV equipment will be supplied with a warranty for the 12-month implementation period and the Council will not be liable for maintenance costs during this period. However, the council will be liable for any cost relating to damaged cameras. This cost will be covered by the HRA; the risk will be mitigated by all cameras being fitted with appropriate anti-vandal cages/covers to minimise the potential for damage.
- 6.1.4 For the CCTV to be able to provide images of the correct clarity, and for the system to be compatible with the Council's existing CCTV service, there will be a need to transmit images via fibre-optic cables. Where there is not an existing fibre-optic installation at a block, there will be an additional cost for this installation; based on the available data this cost is likely to be in the region of £12k per block over a three-year period (equivalent to £333.33 per month per block). This cost would be rechargeable under a service charge in usual circumstances. As part of the contract negotiation process, the Council will seek to ensure that an appropriate break clause is included to allow the termination of the contract at the end of the pilot period.
- 6.1.5 Any future decisions to then recoup the costs of CCTV services via service charges will then be supported by appropriate evidence and consultation. It is proposed that the pilot programme runs for a full 12 months in order to provide sufficient data for evaluation of success, with a following three-month period to allow appropriate time for evaluation and consultation with residents and a final report to Cabinet on the effectiveness of the pilot programme before any further decisions are taken. Any decision to proceed with the CCTV programme and the introduction of a service charge to cover the ongoing implementation costs will be considered as part of the wider service charge review being undertaken within Housing Management and consultation with tenants and leaseholders where appropriate.
- 6.1.6 **Resource** – monitoring of the CCTV will require resource in order to be effective. The current proposal is for the CCTV pilot to be managed centrally via the existing central location. The current proposal in relation to staffing is that the Council will fund, via the HRA budget and for the pilot period, the salary of one officer based at the central location. An agreement is in place to this effect, with cover for this officer being provided within the existing team. Dependent on the success of the pilot programme

and the growth of the CCTV programme via Capital works investment, further additional resources may be required in future.

- 6.1.7 This risk will be managed by any associated costs being met from the HRA budget in the first instance, with any future expenditure after the completion of the pilot programme funded via service charges.
- 6.1.8 Following the completion of the pilot programme and evaluation period, the Council will retain ownership of the assets (CCTV cameras etc) irrespective of any decision taken. In the event that the pilot programme is discontinued, the assets will be used for alternative purposes (such as to support the refurbishment of the existing high-rise portfolio and protect future investment or for purposes identified by the Community Safety Team).
- 6.1.9 **Effectiveness** – there is a risk that the installation of CCTV will not be effective in preventing or reducing crime and ASB. The perceived correlation between the absence of CCTV and levels of crime and ASB within high-rise blocks are however a primary concern for tenants.
- 6.1.10 There is limited mitigation against this risk, and it is proposed that by conducting a pilot programme in the first instance the Council will be able to evaluate the effectiveness of CCTV within high-rise blocks without the significant financial commitment that installation of CCTV across the portfolio would require.
- 6.1.11 **GDPR** – the Council is required to comply with the relevant legislation in relation to CCTV and to ensure that the risk of potential GDPR breaches is managed.
- 6.1.12 In mitigation, the Council will carry out a full Data Protection Impact Assessment (DPIA) to assess the likelihood and severity of any impact on individuals. The Council will also ensure compliance with any other relevant legislation such as the Surveillance Cameras Code of Practice and the Passport to Compliance.

7 Compliance Issues:

7.1 Legal Implications

- 7.1.1 The Council operates a Code of Practice that is modelled on the Home Office Amended Surveillance Camera Code of Practice. This covers all aspects of CCTV operation including the operator's use of the cameras and gives due regard to privacy concerns, given that the majority of the Council's current CCTV network is located within residential areas.
- 7.1.2 This covers all aspects of CCTV operation including the operator's use of the cameras and gives due regard to privacy concerns, given that the majority of the Council's current CCTV network is located within residential areas.

- 7.1.3 The Code of Practice further ensures that any CCTV installation will be compliant with Data Protection and Human Rights legislation, the Protection of Freedoms Act and the Freedom of Information and Regulatory Powers Act.
- 7.1.4 The Council carries out an assessment under the Data Protection Impact Act (DPIA) prior to the installation of any new CCTV scheme, having due regard to the nature and scope of the surveillance activities and their potential to interfere with the privacy rights of citizens.
- DPIA assessments will be embedded into any future activities relating to the installation or expansion of existing CCTV schemes.
- 7.1.5 Where CCTV is installed within high-rise blocks this will be done in a way that is compliant with the Surveillance Cameras Code of Practice and the Passport to Compliance.
- 7.1.6 All DPIA assessments and the Passport to Compliance will be approved by the Head of Technology Practice Corporate Information Management.
- 7.1.7 Under the general power of competence under Section 1 of the Localism Act 2011, the Council has the power to enter into the arrangements set out in this report.

7.2 Financial Implications

- 7.2.1 There will be no direct impact on tenants and leaseholders in the 12-month pilot period, as it is proposed that the first-year costs are absorbed via the HRA budget.
- This decision has been taken in recognition of the current cost of living crisis and the impact on tenants of funding increased service charges at a time where rents and Council Tax are also rising.
- 7.2.2 This pilot proposes to take circa £500k from the HRA capital budget as a one-off cost, which would not be rechargeable to tenants, and £120k a year to implement, monitor and manage CCTV within the listed wards as a pilot, with further roll out based on the outcomes of the pilot. These costs are based on an installation cost of £24k for the current scheme at Bakeman House, with £12k over the following three years for internet usage. There will also be a cost of £56k to fund the on-cost of a G4 officer to monitor the CCTV installation at the Council's central location. The £120k implementation costs would be recoupable under service charge but will be absorbed by the HRA during the pilot.
- 7.2.3 The projected total internet costs for all 15 blocks within the pilot is £60k per annum. Whilst this report requests approval for the full funding of £120k for the implementation costs ahead of the pilot programme, given the number of blocks included in the pilot and the need to stagger the

installations, this full cost may not be committed within the 12-month period although it is anticipated that the implementation plan will move at pace following approval.

- 7.2.4 Installation and maintenance will be a new capital project funded from the HRA. Whilst the cost is significant, it is an existing cost within the HRA and therefore does not seek to expand this in any way. The total budget for the CCTV programme approved by Spend Control Board was for £4m and the pilot costs, inclusive of both the capital and revenue elements, are not anticipated to exceed £620k.
- 7.2.5 The CCTV pilot programme offers a value for money approach to rising crime, ASB and tenant dissatisfaction through preventative measures which are beneficial to tenants and neighbourhoods, and which reduces the costs of reactive measures such as repeated repairs and maintenance where there are high levels of vandalism and criminal damage.
- 7.2.6 Whilst there is significant initial outlay in installing CCTV cameras, it is anticipated that through appropriate maintenance the system will be robust and require minimal upgrading or replacement for several years. At the conclusion of the pilot programme and the evaluation period, a decision will be taken regarding the continuation and further roll-out of the CCTV programme across the high-rise portfolio. The full service charge costing will be informed by the data provided by the pilot programme and this will then be included in the wider Service Charge review programme for tenants and leaseholders, with appropriate consultation in line with this review. The service charge element will not be covered by Housing Benefit/Universal Credit and due consideration will be given to the likely cost implications for tenants and leaseholders as part of the review of service charges and any decision to continue the CCTV pilot programme will give due consideration to the affordability of the provision for tenants and leaseholders.
- 7.2.7 The number of tenancies affected by the pilot programme (assuming full occupation of each block) is 1168. The indicative cost of the implementation per unit would therefore be £102.74 per annum per unit, or £1.97 per week levied via the service charge. This cost would be applicable to both tenants and leaseholders.

7.3 Procurement Implications

- 7.3.1 The Council will comply with its Procurement and Contract Governance Rules (PCGR) and the Public Contract Regulations 2015 (PCR 2015) or the Procurement Act 2023 if the timing is such that the project is caught by those new regulations in sourcing the CCTV solution.

7.4 Public Sector Equality Duty

- 7.4.1 The Council is mindful of the need for an evidence-based approach to the selection of high-rise blocks and neighbourhoods for the pilot programme. Whilst the installation of CCTV in some high-rise blocks but not others will disproportionately benefit those tenants and leaseholders residing in blocks where CCTV is to be installed.
- 7.4.2 This selection has been based on the available intelligence and data relating to the prevalence of crime and ASB within those blocks and not on any considerations relating to protected characteristics.
- 7.4.3 It can also be argued that by selecting those hot spot areas where crime and ASB are highest, this programme will benefit those tenants with or without relevant protected characteristics who have been subjected to above-average levels of crime and ASB during their tenancies.
- 7.4.4 A full Equality Impact Assessment will be completed in support of the CCTV pilot programme.

8 Consultation

8.1 This report has been informed by the following data and feedback from residents:

- City Housing Liaison Board
- TSMs (tenant perception surveys)
- Complaints
- Resident focus groups
- Meet the Ombudsman event (August 2023)
- Tenant talks (quarterly events)
- Anti-social behaviour reports

9 Background Documents

- 2022-25 Digital Strategy and the Digital Inclusion Strategy and Action Plan (Nov. 21).
- Central Birmingham 2040 Strategy.
- Asset Management Strategy 2024-2029
- Housing Revenue Account Business Plan & 2024/2025 Rent Setting Report
- Our Future City Plan.
- Birmingham City Council Levelling Up Strategy.
- Health & Wellbeing Strategy.
- Decent Homes Standard.
- Housing Strategy 2023-2028.
- Levelling Up Strategy - Central Government.
- Corporate Plan.
- Consumer Standards 2017.
- Fire Safety Act (2021).

- Building Safety Act 2022.
- Independent Review of Building Safety and Fire Regulations (2018)
- Rent Standard.
- Improvement and Recovery Plan 2024

10. Appendices

Equality Impact Assessment

EQUALITY IMPACT ASSESSMENT

CCTV Strategy

Reference: EIA000421

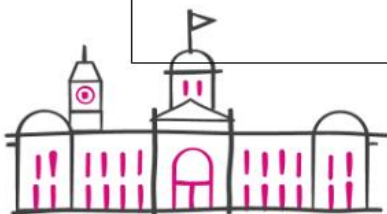
Date: 18/04/2024

Submitted by: Hannah Forrest



EIA Form – About your EIA

| | |
|---|--|
| Reference number | EIA000421 |
| Date Submitted | 18/04/2024 |
| Subject of the EIA | CCTV Strategy |
| Brief description of the policy, service or function covered by the EIA | <p>The Regulator of Social Housing is moving from a reactive to a proactive regime of governance, providing a more robust challenge to landlords and the ability to inspect landlords to ensure compliance with the Consumer Standards, some of which specifically focus on the way in which the landlord responds to ASB and hate crime and seeks to resolve it. As a Local Authority and a Social Landlord Birmingham City Council are required to adhere to changes set by the Regulator of Social Housing. In response the Council undertook a self-assessment against the Consumer Standards in November 2023 in preparation for inspection by the regulator. As part of the actions identified from this self-assessment, there were obvious risks around the management of ASB both in terms of policy and procedure. Local authorities are under greater scrutiny regarding the management of high-rise blocks in particular, and the Council has invested significantly to comply with the relevant legislation and ensure that tenants are provided with buildings that are safe. The Council's Asset Management Strategy 2024-2029 was approved by Cabinet in January 2024. One of the key priorities within the strategy was that all Council homes should be 'Safe'. A commitment of this strategy was to explore how CCTV can be re-introduced into Council high and low-rise blocks and neighbourhoods to enable residents to feel safer in their home. The Council's existing CCTV system became non-compliant with relevant legislation (and therefore obsolete) in 2013. Since the decommissioning of the CCTV system in 2014, there has been an increase in crime and ASB within many blocks. The Council received 4384 reports of ASB in 2022-23. The Council's decision to decommission CCTV has driven this increase has limited our ability to identify perpetrators and take appropriate action. The Council interacts with tenants and leaseholders in many ways in relation to housing issues, and a constant theme within these interactions, either formal or informal, is that the majority of tenants feel that the Council should provide CCTV to act as a deterrent to crime, ASB and to support the Council and police in taking action against perpetrators. Given the size of the Council's portfolio of high-rise blocks (204 with 35 being sheltered accommodation), this has presented a significant pressure and to this point no decision has been</p> |



| | |
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| | <p>made in relation to the provision of CCTV. As a proportionate response, the City Housing Directorate have chosen to implement CCTV in specific ASB hotspot areas over a 12-month pilot period with implementation in January 2025 to test whether this improves the resident experience and reduces ASB. Evaluating this across a select number of areas of concern means that there will be an evidence base for future wholesale implementation, making an increase in service charge more palatable for tenants and leaseholders. The City Housing Directorate have triangulated significant data sources via Power BI to identify “hot spots” where a particular block or estate is experiencing significant crime and ASB, and where it would therefore be most beneficial to trial the use of CCTV as a deterrent and to provide reassurance to the affected tenants. The Capital works high-rise programme is already underway across the city delivering improvement works over a 12-year period. The infrastructure of CCTV will be installed on every floor of each high-rise block within the programme, allowing cameras to be easily moved across floors or for the number of cameras to be increased. This will target areas of blocks where ASB and criminal damage are a specific issue, with the capability to proactively change the locations depending on need. Allowing the Council to utilise cameras as an effective tool, relocating accordingly. The council will strategically select the best suitable security package through a block-by-block analysis, determining the scope of the installation, number and location of cameras.</p> |
| Equality Assessment is in support of... | ["New strategy"] |
| How frequently will you review impact and mitigation measures identified in this EIA? | Six months |
| Due date of the first review | 2025-01-30 |

Directorate, Division & Service Area

| | |
|--|-----------------------|
| Which directorate(s) are responsible for this EIA? | ["City Housing"] |
| Division | Strategic Enabling |
| Service area | Housing Modernisation |
| Budget Saving | No |

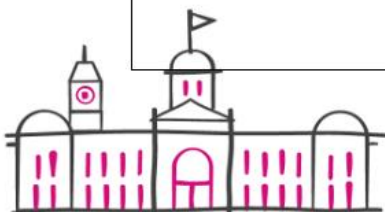
Officers



| | |
|--|----------------------------------|
| What is the responsible officer's name? | Hannah Forrest |
| What is the responsible officer's email address? | Hannah.Forrest@birmingham.gov.uk |
| What is the accountable officer's name? | Guy Chaundy |
| What is the accountable officer's email address? | guy.chaundy@birmingham.gov.uk |

Data Sources

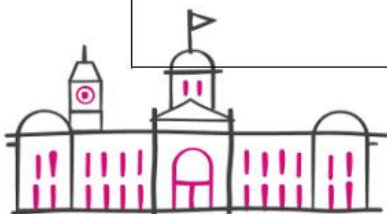
| | |
|---------------------|--|
| Data sources | ["Birmingham City Observatory data and insight", "Quantitative data (please specify in the box below)", "Surveys"] |
| Data source details | <p>Viewing the Birmingham City Observatory Data and Insight, there is limited data sources on crime and 'Hot Spots' across the 69 wards in Birmingham. Information regarding deprivation across wards does not provide significant information on crime including a breakdown or display a correlation with deprivation. Other data sources have therefore been utilised to project a more accurate picture of 'Hot Spots' for elevated crime and ASB across wards in Birmingham. The council's data source Power Bi has provided the bulk of information for this strategy, as the council underwent a large data cleansing exercise in 2023 to better understand the data from tenants in order to respond to their needs more effectively through council services. Reports across Birmingham wards were obtained from Power Bi for the 12 month pilot scheme so that the council was able to 'dive deeper' into complaints received by tenants relating to a range of activities and strategically identify wards to target during the pilot scheme. This highlighted a variety of activity and statistical figures for; ASB, Fire Damage, Criminal Damage, Assaults and Drug taking inside and surrounding blocks. Providing a rationale for the approach of installation of CCTV in selected blocks and wards. Data was analysed alongside the following; responses from tenants in Tenant Satisfaction Surveys undertaken by 'Housemark' who was commissioned by the council. The results of these surveys highlight tenants' overall dissatisfaction with the council's response to ASB and in the council's ability to provide safe homes. Over the course of the last 12 months, the Council have been undertaking Tenant Perception Surveys as part of the implementation of the Social Housing Regulation Act, implemented by the Regulator of Social Housing. The results of these surveys will be formally submitted to the Regulator in June 2024 and will be published publicly.</p> |



| | |
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| | <p>Through the collection of this data, we have identified low levels of satisfaction around ASB and tenants and leaseholders feeling generally unsafe in their home and how their reports are dealt with. This perception is strongly felt in high-rise blocks and local Community Safety Partnership data supports this. Knowledge has also been gathered from neighbourhoods over time as the council interacts with tenants and leaseholders in many ways in relation to housing issues, and safety has become a constant theme in feedback resulting in an increase in the request from tenants for the installation of CCTV in blocks.</p> |
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Protected Characteristics

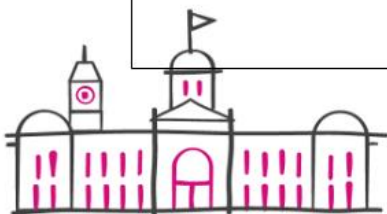
| Protected Characteristic – Age | |
|---|--|
| Does this proposal impact people due to their age as per the Equality Act 2010? | No |
| What age groups are impacted by your proposal? | |
| Please describe the impact to the age characteristic | |
| How could you mitigate against any negative impact to the age characteristic? | |
| Please describe how this proposal does not impact people due to their age | <p>The City Housing directorate on behalf of the council will undertake consultation with residents, internal and external stakeholders between September and November 2024.</p> <p>CCTV installed in identified blocks for both the proposed strategy and 12-month pilot will be installed to the rear, front door of each block and on floors as required to capture crime and ASB reflected in the data gathered. This does not discriminate against age of tenants or visitors.</p> <p>The Council is required to comply with the relevant legislation in relation to CCTV and to ensure that the risk of potential GDPR breaches is managed. In mitigation, the Council will carry out a full Data Protection Impact Assessment (DPIA) for each block during 12-month pilot to assess the likelihood and severity of any impact on individuals.</p> <p>The Code of Practice further ensures that any CCTV installation will be compliant with Data Protection and Human Rights legislation, the Protection of Freedoms Act and the Freedom of Information and Regulatory Powers</p> |



| | |
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| | Act. The Council will also ensure compliance with any other relevant legislation such as the Surveillance Cameras Code of Practice and the Passport to Compliance. |
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Protected Characteristic – Disability

| | |
|--|--|
| Does this proposal impact those people with a disability as per the Equality Act 2010? | No |
| Please describe the impact to the disability characteristic | |
| How could you mitigate against any negative impact to the disability characteristic? | |
| Please describe how this proposal does not impact people due to their disability | <p>The City Housing directorate on behalf of the council will undertake consultation with residents, internal and external stakeholders between September and November 2024.</p> <p>CCTV installed in identified blocks for both the proposed strategy and 12-month pilot will be installed to the rear, front door of each block and on floors as required to capture crime and ASB reflected in the data gathered. This does not discriminate against the disability of tenants or visitors.</p> <p>The Council is required to comply with the relevant legislation in relation to CCTV and to ensure that the risk of potential GDPR breaches is managed. The Council carries out an assessment under the Data Protection Impact Act (DPIA) prior to the installation of any new CCTV scheme, having due regard to the nature and scope of the surveillance activities and their potential to interfere with the privacy rights of citizens.</p> <p>DPIA assessments will be embedded into any future activities relating to the installation or expansion of existing CCTV schemes. In mitigation, the Council will carry out a full Data Protection Impact Assessment (DPIA) for each block during the 12-month pilot to assess the likelihood and severity of any impact on individuals.</p> <p>The Code of Practice further ensures that any CCTV installation will be compliant with Data Protection and Human Rights legislation, the Protection of Freedoms Act and the Freedom of Information and Regulatory Powers Act. The Council will also ensure compliance with any other</p> |



| | |
|--|--|
| | relevant legislation such as the Surveillance Cameras Code of Practice and the Passport to Compliance. |
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| Protected Characteristic – Sex | |
|---|--|
| Does this proposal impact citizens based on their sex as per the Equality Act 2010? | No |
| What sexes will be impacted by this proposal? | |
| Please describe the impact to the sex characteristic | |
| How could you mitigate against any negative impact to the sex characteristic? | |
| Please describe how this proposal does not impact people due to their sex | <p>The City Housing directorate on behalf of the council will undertake consultation with residents, internal and external stakeholders between September and November 2024.</p> <p>CCTV installed in identified blocks for both the proposed strategy and 12-month pilot will be installed to the rear, front door of each block and on floors as required to capture crime and ASB reflected in the data gathered. This does not discriminate against the sex of tenants or visitors.</p> <p>The Council is required to comply with the relevant legislation in relation to CCTV and to ensure that the risk of potential GDPR breaches is managed. The Council carries out an assessment under the Data Protection Impact Act (DPIA) prior to the installation of any new CCTV scheme, having due regard to the nature and scope of the surveillance activities and their potential to interfere with the privacy rights of citizens.</p> <p>DPIA assessments will be embedded into any future activities relating to the installation or expansion of existing CCTV schemes. In mitigation, the Council will carry out a full DPIA for each block during the 12-month pilot to assess the likelihood and severity of any impact on individuals.</p> <p>The Council carries out an assessment under the DPIA prior to the installation of any new CCTV scheme, having due regard to the nature and scope of the surveillance activities and their potential to interfere with the privacy rights of citizens.</p> |



Protected Characteristic - Gender Reassignment

| | |
|--|--|
| <p>Does this proposal impact people who are proposing to undergo, undergoing or have undergone a process to reassign one's sex as per the Equality Act 2010?</p> | <p>No</p> |
| <p>Please describe the impact to the gender reassignment characteristic</p> | |
| <p>How could you mitigate against any negative impact to the gender reassignment characteristic?</p> | |
| <p>Please describe how this proposal does not impact people due to gender reassignment</p> | <p>The City Housing directorate on behalf of the council will undertake consultation with residents, internal and external stakeholders between September and November 2024.</p> <p>CCTV installed in identified blocks for both the proposed strategy and 12-month pilot will be installed to the rear, front door of each block and on floors as required to capture crime and ASB reflected in the data gathered. This does not discriminate against the gender reassignment of tenants or visitors. The Council is required to comply with the relevant legislation in relation to CCTV and to ensure that the risk of potential GDPR breaches is managed.</p> <p>The Council carries out an assessment under the Data Protection Impact Act (DPIA) prior to the installation of any new CCTV scheme, having due regard to the nature and scope of the surveillance activities and their potential to interfere with the privacy rights of citizens. DPIA assessments will be embedded into any future activities relating to the installation or expansion of existing CCTV schemes. In mitigation, the Council will carry out a full DPIA for each block during the 12-month pilot to assess the likelihood and severity of any impact on individuals.</p> <p>The Code of Practice further ensures that any CCTV installation will be compliant with Data Protection and Human Rights legislation, the Protection of Freedoms Act and the Freedom of Information and Regulatory Powers Act</p> |

Protected Characteristic - Marriage and Civil Partnership



| | |
|--|---|
| Does this proposal impact people who are married or in a civil partnership as per the Equality Act 2010? | No |
| What legal marital or registered civil partnership status will be impacted by this proposal? | |
| Please describe the impact to the marriage and civil partnership characteristic | |
| How could you mitigate against any negative impact to the marriage and civil partnership characteristic? | |
| Please describe how this proposal does not impact people who are married or in a civil partnership | <p>The City Housing directorate on behalf of the council will undertake consultation with residents, internal and external stakeholders between September and November 2024.</p> <p>CCTV installed in identified blocks for both the proposed strategy and 12-month pilot will be installed to the rear, front door of each block and on floors as required to capture crime and ASB reflected in the data gathered. This does not discriminate against tenants or visitors that may or may not be married or in a civil partnership. The Code of Practice further ensures that any CCTV installation will be compliant with Data Protection and Human Rights legislation, the Protection of Freedoms Act and the Freedom of Information and Regulatory Powers Act.</p> <p>The Council is required to comply with the relevant legislation in relation to CCTV and to ensure that the risk of potential GDPR breaches is managed. The Council carries out an assessment under the Data Protection Impact Act (DPIA) prior to the installation of any new CCTV scheme, having due regard to the nature and scope of the surveillance activities and their potential to interfere with the privacy rights of citizens.</p> <p>DPIA assessments will be embedded into any future activities relating to the installation or expansion of existing CCTV schemes. In mitigation, the Council will carry out a full DPIA for each block during the 12-month pilot to assess the likelihood and severity of any impact on individuals.</p> |

Protected Characteristic - Pregnancy and Maternity



| | |
|---|--|
| <p>Does this proposal impact people covered by the Equality Act 2010 under the protected characteristic of pregnancy and maternity?</p> | <p>No</p> |
| <p>Please describe the impact to the pregnancy and maternity characteristic</p> | |
| <p>How could you mitigate against any negative impact to the pregnancy and maternity characteristic?</p> | |
| <p>Please describe how this proposal does not impact people who are covered by the pregnancy and maternity characteristic</p> | <p>The City Housing directorate on behalf of the council will undertake consultation with residents, internal and external stakeholders between September and November 2024.</p> <p>CCTV installed in identified blocks for both the proposed strategy and 12-month pilot will be installed to the rear, front door of each block and on floors as required to capture crime and ASB reflected in the data gathered. This does not discriminate against tenants or visitors who may be covered by the pregnancy and maternity characteristic.</p> <p>The Code of Practice further ensures that any CCTV installation will be compliant with Data Protection and Human Rights legislation, the Protection of Freedoms Act and the Freedom of Information and Regulatory Powers Act. The Council is required to comply with the relevant legislation in relation to CCTV and to ensure that the risk of potential GDPR breaches is managed.</p> <p>The Council carries out an assessment under the Data Protection Impact Act (DPIA) prior to the installation of any new CCTV scheme, having due regard to the nature and scope of the surveillance activities and their potential to interfere with the privacy rights of citizens.</p> <p>DPIA assessments will be embedded into any future activities relating to the installation or expansion of existing CCTV schemes. In mitigation, the Council will carry out a full DPIA for each block during the 12-month pilot to assess the likelihood and severity of any impact on individuals.</p> |

Protected Characteristic - Ethnicity and Race

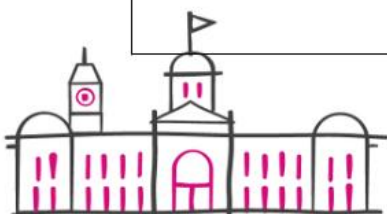


| | |
|--|---|
| Does this proposal impact people due to their race as per the Equality Act 2010? | No |
| What ethnic groups would be impacted by this proposal? | |
| Please describe the impact to the ethnicity and race characteristic | |
| How could you mitigate against any negative impact to the ethnicity and race characteristic? | |
| Please describe how this proposal does not impact people due to their race | <p>The City Housing directorate on behalf of the council will undertake consultation with residents, internal and external stakeholders between September and November 2024.</p> <p>CCTV installed in identified blocks for both the proposed strategy and 12-month pilot will be installed to the rear, front door of each block and on floors as required to capture crime and ASB reflected in the data gathered. This does not discriminate against or focus on tenants or visitors due to their race, during the CCTV pilot scheme or the proposed CCTV strategy.</p> <p>The Code of Practice further ensures that any CCTV installation will be compliant with Data Protection and Human Rights legislation, the Protection of Freedoms Act and the Freedom of Information and Regulatory Powers Act.</p> <p>The Council is required to comply with the relevant legislation in relation to CCTV and to ensure that the risk of potential GDPR breaches is managed. The Council carries out an assessment under the Data Protection Impact Act (DPIA) prior to the installation of any new CCTV scheme, having due regard to the nature and scope of the surveillance activities and their potential to interfere with the privacy rights of citizens.</p> <p>DPIA assessments will be embedded into any future activities relating to the installation or expansion of existing CCTV schemes. In mitigation, the Council will carry out a full DPIA for each block during the 12-month pilot to assess the likelihood and severity of any impact on individuals.</p> |



Protected Characteristic - Religion or Beliefs

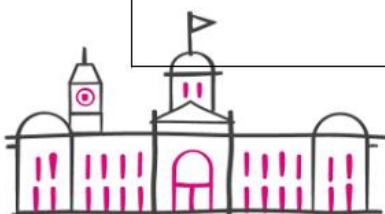
| | |
|---|--|
| Does this proposal impact people’s religion or beliefs as per the Equality Act 2010? | No |
| What religions could be impacted by this proposal? | |
| Please describe the impact to the religion or beliefs characteristic | |
| How could you mitigate against any negative impact to the religion or beliefs characteristic? | |
| Please describe how this proposal does not impact people due to their religion or beliefs | <p>The City Housing directorate on behalf of the council will undertake consultation with residents, internal and external stakeholders between September and November 2024.</p> <p>Any concerns that tenants have can be raised at this stage of the CCTV pilot scheme so that the council can address them accordingly. The council understands that there may be some concerns due to previous matters that caused some residents in neighbourhoods to feel victimized by the council regarding how CCTV was installed and located in Birmingham wards. The council is able to demonstrate the rationale and strategic approach for the CCTV installation in wards during the 12-month pilot and the proposed strategy, which is evidence based driven by both demand from tenants through their complaints and their tenant perception feedback.</p> <p>CCTV installed in identified blocks for both the proposed strategy and 12-month pilot will be installed to the rear, front door of each block and on floors as required to capture crime and ASB reflected in the data gathered. This does not discriminate against tenants or visitors due to their religion / beliefs, during the CCTV pilot scheme or the proposed CCTV strategy.</p> <p>The Code of Practice further ensures that any CCTV installation will be compliant with Data Protection and Human Rights legislation, the Protection of Freedoms Act and the Freedom of Information and Regulatory Powers Act. The Council is required to comply with the relevant legislation in relation to CCTV and to ensure that the risk of potential GDPR breaches is managed.</p> |



| | |
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| | <p>The Council carries out an assessment under the Data Protection Impact Act (DPIA) prior to the installation of any new CCTV scheme, having due regard to the nature and scope of the surveillance activities and their potential to interfere with the privacy rights of citizens.</p> <p>DPIA assessments will be embedded into any future activities relating to the installation or expansion of existing CCTV schemes. In mitigation, the Council will carry out a full DPIA for each block during the 12-month pilot to assess the likelihood and severity of any impact on individuals.</p> |
|--|--|

Protected Characteristic - Sexual Orientation

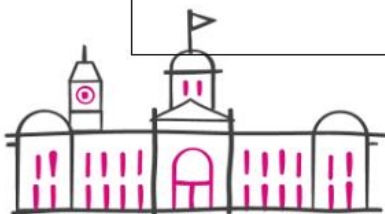
| | |
|--|--|
| Does this proposal impact people’s sexual orientation as per the Equality Act 2010? | No |
| What sexual orientations may be impacted by this proposal? | |
| Please describe the impact to the sexual orientation characteristic | |
| How could you mitigate against any negative impact to the sexual orientation characteristic? | |
| Please describe how this proposal does not impact people due to their sexual orientation | <p>The City Housing directorate on behalf of the council will undertake consultation with residents, internal and external stakeholders between September and November 2024.</p> <p>CCTV installed in identified blocks for both the proposed strategy and 12-month pilot will be installed to the rear, front door of each block and on floors as required to capture crime and ASB reflected in the data gathered. This does not discriminate against tenants or visitors due to their sexual orientation, during the CCTV pilot scheme or the proposed CCTV strategy.</p> <p>The Code of Practice further ensures that any CCTV installation will be compliant with Data Protection and Human Rights legislation, the Protection of Freedoms Act and the Freedom of Information and Regulatory Powers Act. The Council is required to comply with the relevant legislation in relation to CCTV and to ensure that the risk of potential GDPR breaches is managed.</p> |



| | |
|--|--|
| | <p>The Council carries out an assessment under the Data Protection Impact Act (DPIA) prior to the installation of any new CCTV scheme, having due regard to the nature and scope of the surveillance activities and their potential to interfere with the privacy rights of citizens.</p> <p>DPIA assessments will be embedded into any future activities relating to the installation or expansion of existing CCTV schemes. In mitigation, the Council will carry out a full DPIA for each block during the 12-month pilot to assess the likelihood and severity of any impact on individuals.</p> |
|--|--|

Monitoring

| | |
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| <p>How will you ensure any adverse impact and mitigation measures are monitored?</p> | <p>There is a risk that the installation of CCTV will not be effective in preventing or reducing crime and ASB. The perceived correlation between the absence of CCTV and levels of crime and ASB within high-rise blocks are however a primary concern for tenants. There is limited mitigation against this risk, and it is proposed that by conducting a pilot programme in the first instance the council will be able to evaluate the effectiveness of CCTV within high-rise blocks without the significant financial commitment that installation of CCTV across the portfolio would require.</p> <p>The City Housing Directorate on behalf of the council will monitor the impact against the data held for the council's tenants in these areas, to ensure that these are commensurate with the overall tenant cohort. This will then feed into any appropriate measures to ensure that these groups are able to submit complaints and receive redress. At the end of the 12-month pilot scheme the council will conduct a review of the pilot scheme with a report to reflect the findings.</p> <p>The Council is mindful of the need for an evidence-based approach to the selection of high-rise blocks and neighbourhoods for the pilot programme. Whilst the installation of CCTV in some high-rise blocks but not others will disproportionately benefit those tenants and leaseholders residing in blocks where CCTV is to be installed. This selection has been based on the available intelligence and data relating to the prevalence of crime and ASB within those blocks and not on any considerations relating to protected characteristics.</p> <p>It can be argued that by selecting the 'Hot Spot' areas</p> |
|--|--|



| | |
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| | <p>where crime and ASB are highest, this programme will benefit tenants with or without relevant protected characteristics who have been subjected to above-average levels of crime and ASB during their tenancies.</p> <p>This cabinet report produced has been informed by the following data and feedback from residents:</p> <ul style="list-style-type: none"> • City Housing Liaison Board • TSMs (tenant perception surveys) • Complaints • Resident focus groups • Meet the Ombudsman event (August 2023) • Tenant talks (quarterly events) • Anti-social behaviour reports <p>As previously stated, Data Protection Impact Assessment (DPIA) for each block will be carried out during the 12-month CCTV pilot scheme and the proposed CCTV Strategy. This will enable reporting against known or raised protected characteristics. Regular reporting against these measures will serve to identify any groups are under or over-represented. In particular, for those groups where a potential adverse impact has been identified (disability and ethnicity).</p> <p>All DPIA assessments and the Passport to Compliance will be approved by the Head of Technology Practice Corporate Information Management. Under the general power of competence under Section 1 of the Localism Act 2011, the Council has the power to enter into the arrangements set out in this report.</p> |
| <p>Please enter the email address for the officer responsible for monitoring impact and mitigation</p> | <p>Hannah.Forrest@birmingham.gov.uk</p> |



**Birmingham City Council
Cabinet**

25 June 2024



Subject: Increase Value of Contract Award of Security Measures
Provision for Victims of Domestic Abuse (P0779)

Commissioner Review

Commissioners support the recommendations.

Birmingham City Council

Report to Cabinet

25 June 2024



Subject: INCREASE VALUE OF CONTRACT AWARD OF SECURITY MEASURES PROVISION FOR VICTIMS OF DOMESTIC ABUSE (P0779)

Report of: Paul Langford, Strategic Director, City Housing

Relevant Cabinet Member: Cllr Jayne Francis, Cabinet Member – Housing and Homelessness

Relevant O &S Chair(s): Councillor Jamie Tennant, Homes Overview and Scrutiny Committee

Report author: Debbie Parkes,
Strategic Lead,
Housing Solutions and Support Caseworker Service,
Telephone 07864 926917
Email Address: Debbie.Parkes@Birmingham.gov.uk

| | | |
|--|---|---|
| Are specific wards affected? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No – All wards affected |
| If yes, name(s) of ward(s): | | |
| Is this a key decision? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| If relevant, add Forward Plan Reference: 012859/2024 | | |
| Is the decision eligible for call-in? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| Does the report contain confidential or exempt information? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| If relevant, state which appendix is exempt, and provide exempt information paragraph number or reason if confidential : | | |

1 Executive Summary

- 1.1 To seek approval for the increase in the contract value, regarding the provision of Security Measures for Victims of Domestic abuse, within the existing contract.
- 1.2 The contract awarded was for a period of 4 years commencing September 2021 to August 2025, for the estimated value of £1.2 million.

2 Recommendations

That Cabinet:

- 2.1 Authorises the Director of Housing in conjunction with the Interim Director – Commercial and Procurement (or their delegate), the Interim Director of Finance and Section 151 Officer (or their delegate) and the Interim City Solicitor & Monitoring Officer (or their delegate) to approve a variation to the existing contract for the provision of Security Measures for Victims of Domestic abuse between the Council and Theam Security by increasing the contract amount by a maximum value of £0.6m.
- 2.2 Authorises the Interim City Solicitor & Monitoring Officer (or their delegate) to execute and complete all necessary legal documents to give effect to above.

3 Background

- 3.1 Domestic abuse is one of the main reasons for homelessness in the city. Birmingham developed a multi-agency Sanctuary scheme which provides a range of security measures to help those experiencing domestic abuse stay in a settled home with increased safety measures.
- 3.2 The service consists of providing a specialist, quality security fitting service to Secured by Design by way of a range of security measures e.g. replacement locks, panic alarms, fencing, fireproof letterbox, replacement doors (NB list is not exhaustive) to help those experiencing domestic abuse stay in a settled home.
- 3.3 The relevant background and chronology of key events was explained in the Tender Strategy for the provision of Security Measures for Victims of Domestic Abuse approved 17th May 2021.
- 3.4 The contract opportunity was publicly advertised on 11/06/2021 in the Official Find A Tender, Contracts Finder and on www.finditinbirmingham.com seeking expressions of interest from organisations who wished to tender. In response to the advertisement, 12 organisations expressed an interest, and all were requested to complete and return the tender.
- 3.5 Clarification questions were raised by tenderers during the tender period and these were addressed by issuing clarifications to all tenderers.
- 3.6 Three organisations responded by submitting a tender and the others effectively withdrew themselves at this stage by not returning the tender. The organisations that submitted tenders are: THEAM Security, 24-7 Locks and Sutton Products.
- 3.7 Theam Security won the tender and started providing security measures for victims of Domestic Violence. In 2022/23 the government provided extra grant funding to cover the cost of new burdens associated with the expansion of priority need to those forced into homelessness by domestic abuse, following the landmark Domestic Abuse Act 2021.
- 3.8 The estimated contract value over the 4 year period to August 2025 was £1.2M and contract expenditure increased in 2022/23 and 2023/24 as stated in item 7.4.2,

which was funded via the government grant. We therefore require approval to spend the additional grant of £0.6m which has been provided over the remaining life of the contract. to August 2025.

4 Options considered and Recommended Proposal

The following options were considered:

- 4.1 Not to support the existing contract – this option is not recommended as the service supports: safety and security for those experiencing domestic abuse, reduces the need for those experiencing / at risk of domestic abuse to move away, reduces homelessness and reduces repeat victimisation.
- 4.2 Delivery by an in-house function; this would not be appropriate the provision of security measures for victims of domestic abuse is a specialised area. There are only a small number of providers in the market who can operate and comply with all current legislative requirements relating to the safeguarding of adults and children responsibility and managing the effective installation of home security measures for people identified as eligible for the Sanctuary Scheme (Security Measures).
- 4.3 To vary the existing contract to include the additional services for the provision of Security Measures for Victims of Domestic abuse between the Council and Theam Security by increasing the contract amount by a maximum value of £0.6m. This is the recommended option.

4.3 Birmingham Business Charter for Social Responsibility (BBC4SR)

Theam Security are a certified signatory to the BBC4SR Compliance with the BBC4SR is a mandatory requirement that will form part of the conditions of this contract. Theam Security has made social value commitments in an action plan with their tender and the action plan of the successful tenderers will be implemented and monitored during the contract period.

5 Consultation

- 5.1 Internal consultation has taken place with colleagues in Finance, Procurement and Legal.

6 Risk Management

- 6.1 The CPS approach is to follow the Council Risk Management Methodology and the Procurement Team is responsible for local risk management. CPS maintains a risk management register and documentation relevant for each contract. The risk register for the service has been jointly produced and owned by Neighbourhoods Directorate and CPS with arrangements being put in place to ensure operational

risks are appropriately mitigated. The Grant is available for this work so there is no financial risk to the project if approved.

7 Compliance Issues:

7.1 How are the recommended decisions consistent with the City Council's priorities, plans and strategies?

7.2 The scheme will support the priorities set out in the Council's Plan 2022 – 2026, including:

We will focus our transformation, delivery, enabling and influencing activity as one council to Be Bold and respond to the city's challenges and opportunities to achieve: • A Bold Prosperous Birmingham • A Bold Inclusive Birmingham • A Bold Safe Birmingham • A Bold Healthy Birmingham • A Bold Green Birmingham

Protect and safeguard vulnerable citizens: We will ensure vulnerable citizens are protected, supported, and safeguarded, and where necessary looked after. We will work with partners to help prevent domestic abuse and violence against women and girls, and address violent crime in the city, including hate crime and knife crime. As outlined in the Domestic Abuse Prevention strategy. This service also supports the delivery Homelessness Prevention Strategy.

Tackle homelessness: We will work with our partners to prevent and tackle rough sleeping and homelessness and have housing solutions to meet the needs of our vulnerable citizens.

7.3 Legal Implications

7.3.1 Under Section 1 of the Localism Act 2011, the Council has the power to enter into the arrangements set out in this report, which are within the remit and limits of the general power of competence in Sections 2 and 4 of the Localism Act 2011.

7.3.2 The Council may execute powers under the Care Act 2014 together with associated regulations and statutory guidance relating to the provision of services to meet the need for care and support as well as prevention and services to promote wellbeing.

7.3.3 The Homeless Reduction Act (2017) introduced new duties on local authority homelessness services to prevent homelessness and provide support to those at risk of homelessness and the pending Domestic Abuse Act 2020 will place a statutory duty on Local Authorities to provide domestic abuse safe accommodation. Both pieces of legislation require local authorities to develop interventions which will enable households at risk due to domestic abuse, to have access to safe accommodation. Sanctuary schemes are recognised as having a role to play in delivering the requirements of both duties, as they give victims/survivors a choice to remain in their property.

7.4 Financial Implications

- 7.4.1 Funding of up to £0.4m for 2024 to 2025, and £0.2mk from April 2025 to August 2025 is available for this contract from the Homelessness Prevention Fund and the New Burdens Grant within the Housing Solutions and Support Service. The contract does not commit the council to a level of spend and is dependent on demand and funding availability.
- 7.4.2 Historically we have spent between £0.6mk and £0.8m per annum based on available grant money and the number of MAPPA (Multi-agency public protection arrangements) and MARAC (Multi Agency Risk Assessment Conference) cases referred into the service from the Police.
- 7.4.3 There are no risks as funding will be available under the Homelessness Prevention Grant provided by Department of Levelling up Homes and Communities. Both the funding and the spend outlined in this report are included in the Housing Solutions and Support budget in the Medium Term Financial Plan
- 7.4.4 This is exceptional spend and authorisation has been received from the City Housing Spend Control Board on 23/04/2024 number ID: 7063. Section 151 approval was granted on 8th May 2024.

7.5 Procurement Implications (if required)

- 7.5.1 The modification to the contract is in accordance with the Public Contract Regulations 2015 clause 72(1)(b)(ii) i.e. for additional works, services or supplies by the original contractor that have become necessary and were not included in the initial procurement, where a change of contractor would cause significant inconvenience or substantial duplication of costs for the contracting authority. The increase does not alter the overall nature of the contract nor exceed 50% of the original contract value.
- 7.5.2 The retendering of this service requirement is on the procurement calendar for 2024/25 as the existing contract terminates in August 2025.
- 7.5.3 The contract management will be undertaken by Council staff.

7.6 Public Sector Equality Duty

- 7.6.1 A relevance test to decide whether the planned procurement for the provision of security measures for victims of domestic abuse has any relevance to the equality duty contained in Section 149 of the Equality Act 2010 of eliminating unfair/unlawful discrimination and to promoting equality and human rights was conducted on 25th April 2024, reference EIA000429. The screening identified that there was no requirement to assess this further and completion of an Equality Assessment form was not.

7.7 Environmental and Sustainability Implications

- 7.7.1 None

7.8 Human Resources Implications (if required)

7.8.1 None

8 Appendices

8.1 Equality Impact Assessment

9 Background Documents

9.1 Delegated Procurement Strategy Report dated 17 May 2021.

EQUALITY IMPACT ASSESSMENT

Cabinet Report - INCREASE VALUE OF CONTRACT
AWARD OF SECURITY MEASURES PROVISION FOR
VICTIMS OF DOMESTIC ABUSE (P0779)

Reference: EIA000429

Date: 25/04/2024

Submitted by: Debbie Parkes



EIA Form – About your EIA

| | |
|---|--|
| Reference number | EIA000429 |
| Date Submitted | 25/04/2024 |
| Subject of the EIA | Cabinet Report - INCREASE VALUE OF CONTRACT AWARD OF SECURITY MEASURES PROVISION FOR VICTIMS OF DOMESTIC ABUSE (P0779) |
| Brief description of the policy, service or function covered by the EIA | The security measures contract for victims of Domestic abuse (Sanctuary Scheme) gives those at risk of domestic abuse, who no longer live with the perpetrator, the option to stay safely in their own homes. The service consists of providing a specialist, quality security fitting service to Secured by Design by way of a range of security measures e.g. replacement locks, panic alarms, fencing, fireproof letterbox, replacement doors (NB list is not exhaustive) to help those experiencing domestic abuse stay in a settled home. Rather than presenting as homeless. |
| Equality Assessment is in support of... | ["Amended function"] |
| How frequently will you review impact and mitigation measures identified in this EIA? | Every two years |
| Due date of the first review | 2025-08-31 |

Directorate, Division & Service Area

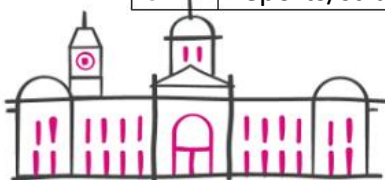
| | |
|--|--|
| Which directorate(s) are responsible for this EIA? | ["City Housing"] |
| Division | City Housing |
| Service area | Housing Solutions and Support Caseworker Service |
| Budget Saving | No |

Officers

| | |
|--|------------------------------------|
| What is the responsible officer's name? | Debbie Parkes |
| What is the responsible officer's email address? | Debbie.Parkes@Birmingham.gov.uk |
| What is the accountable officer's name? | Stephen Philpott |
| What is the accountable officer's email address? | Stephen.Philpott@Birmingham.gov.uk |

Data Sources

| | |
|------|--|
| Data | ["Quantitative data (please specify in the box below)", "Relevant reports/strategies"] |
|------|--|



| | |
|---------------------|---|
| sources | |
| Data source details | https://www.birmingham.gov.uk/downloads/file/10080/domestic_abuse_prevention_strategy_2018-2023 https://multipledisadvantage.bvsc.org/wp-content/uploads/2022/11/DA-Needs-Assessment-V1.7.pdf https://www.ons.gov.uk/peoplepopulationandcommunity/crimeandjustice/bulletins/domesticabuseinenglandandwalesoverview/november2023 Data held within the Housing Solutions and Support Service |

Protected Characteristics

Protected Characteristic – Age

| | |
|---|--|
| Does this proposal impact people due to their age as per the Equality Act 2010? | No |
| What age groups are impacted by your proposal? | |
| Please describe any potential impact to the age characteristic | |
| How could you mitigate against any negative impact to the age characteristic? | |
| Please describe how this proposal does not impact people due to their age | The security measures scheme is open to all households who may be at risk of homelessness due to Domestic Violence and have a tenancy or own their own home. Therefore the whole household can be protected including children within the family, or parents if they live in the home of the victim. |

Protected Characteristic – Disability

| | |
|--|--|
| Does this proposal impact those people with a disability as per the Equality Act 2010? | No |
| Please describe any potential impact to the disability characteristic | |
| How could you mitigate against any negative impact to the disability characteristic? | |
| Please describe how this proposal does not impact people due to their disability | This service is open to all household with a high risk marker, who are at risk of homelessness due to domestic abuse. It found that: 16% of women with a long-term |



| | |
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| | <p>illness or disability had experienced domestic abuse compared to 6.8% of non-disabled women. 8% of men with a long-term illness or disability had experienced domestic abuse compared to 3.2% of non-disabled men.</p> <p>www.anncrafttrust.org/resources/disability-domestic-abuse/</p> <p>As a result disabled people are more likely to require the service.</p> |
|--|--|

Protected Characteristic – Sex

| | |
|---|--|
| Does this proposal impact citizens based on their sex as per the Equality Act 2010? | No |
| What sexes will be impacted by this proposal? | |
| Please describe any potential impact to the sex characteristic | |
| How could you mitigate against any negative impact to the sex characteristic? | |
| Please describe how this proposal does not impact people due to their sex | The service is offered to all victims at risk of domestic abuse regardless of sex. The uptake of male victim services is low in comparison to that of female services. However MARAC who determine the cases put forward for the scheme is multi agency and includes referral pathways traditionally used by male victims. |

Protected Characteristic - Gender Reassignment

| | |
|---|--|
| Does this proposal impact people who are proposing to undergo, undergoing or have undergone a process to reassign one's sex as per the Equality Act 2010? | No |
| Please describe any potential impact to the gender reassignment characteristic | |
| How could you mitigate against any negative impact to the gender reassignment characteristic? | |
| Please describe how this proposal does not impact people due to gender reassignment | In addition to the abuse that any victim of domestic abuse can experience, trans victims may also experience trans-specific abuse such as being made to feel ashamed, guilty, or wrong about their trans background or |



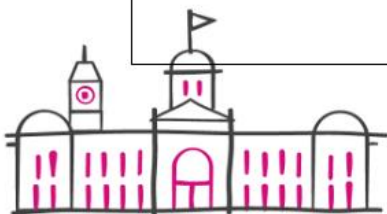
| | |
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| | identity. We are mindful within this service in offering it regarding to those at highest risk of harm, via a multi agency partnership. |
|--|---|

Protected Characteristic - Marriage and Civil Partnership

| | |
|--|---|
| Does this proposal impact people who are married or in a civil partnership as per the Equality Act 2010? | No |
| What legal marital or registered civil partnership status will be impacted by this proposal? | |
| Please describe any potential impact to the marriage and civil partnership characteristic | |
| How could you mitigate against any negative impact to the marriage and civil partnership characteristic? | |
| Please describe how this proposal does not impact people who are married or in a civil partnership | The service is open to all regardless of marital status |

Protected Characteristic - Pregnancy and Maternity

| | |
|--|--|
| Does this proposal impact people covered by the Equality Act 2010 under the protected characteristic of pregnancy and maternity? | No |
| Please describe any potential impact to the pregnancy and maternity characteristic | |
| How could you mitigate against any negative impact to the pregnancy and maternity characteristic? | |
| Please describe how this proposal does not impact people who are covered by the pregnancy and maternity characteristic | Domestic violence in pregnancy is common. In fact, all the women in the Birmingham survey who had been pregnant had experienced domestic violence while pregnant. Birmingham Women's and Children's NHS Foundation Trust has a part-time IDVA Midwife at Birmingham Women's Hospital, who provides training and support to patients as well as assisting with reviews of policies within the organisation. They also form part of the multi agency partnership that are identifying risk |



Protected Characteristic - Ethnicity and Race

| | |
|--|--|
| Does this proposal impact people due to their race as per the Equality Act 2010? | No |
| What ethnic groups would be impacted by this proposal? | |
| Please describe any potential impact to the ethnicity and race characteristic | |
| How could you mitigate against any negative impact to the ethnicity and race characteristic? | |
| Please describe how this proposal does not impact people due to their race | <p>There is a diverse population of Birmingham is accessing Birmingham City Council commissioned Domestic Abuse services. However there is an awareness of underrepresentation amongst certain group from the data. There is no representation from Asian Chinese on the data, however there is evidence that there is access via non commissioned services. Gypsies, Roma and Travellers (GRT) also appear to be under-represented. The 2011 Census recorded 149 households in Birmingham that identified as Gypsy or Irish Traveller. This number is very low and therefore the low numbers seen in IDVA referrals and commissioned services may be accurate. However, as many Travellers are transient, they may move from other areas to seek help in Birmingham. The multi agency partnership means those accessing commissioned and non commissioned services have an equal chance of accessing the service.</p> |

Protected Characteristic - Religion or Beliefs

| | |
|---|----|
| Does this proposal impact people's religion or beliefs as per the Equality Act 2010? | No |
| What religions could be impacted by this proposal? | |
| Please describe any potential impact to the religion or beliefs characteristic | |
| How could you mitigate against any negative impact to the religion or beliefs characteristic? | |



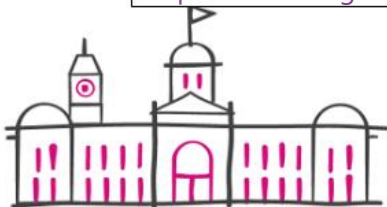
| | |
|---|---|
| Please describe how this proposal does not impact people due to their religion or beliefs | This service is open to all regardless of religion or belief. |
|---|---|

Protected Characteristic - Sexual Orientation

| | |
|--|--|
| Does this proposal impact people's sexual orientation as per the Equality Act 2010? | No |
| What sexual orientations may be impacted by this proposal? | |
| Please describe any potential impact to the sexual orientation characteristic | |
| How could you mitigate against any negative impact to the sexual orientation characteristic? | |
| Please describe how this proposal does not impact people due to their sexual orientation | <p>Birmingham's commissioned provider data shows very low uptake of services by lesbian women and gay men. There are signs that this is improving, with the charity Cranstoun in particular reporting that about 50% of its referrals for men are for gay men. Birmingham has an LGBT Centre offering specialist Independent Domestic Violence Advocate (IDVA) provision. The service provides support to LGBT people in Birmingham who are experiencing abuse from partners, ex-partners, and family members. It also supports LGBT people who are experiencing or are at risk of honour based violence or forced marriage. Both Cranstoun and Birmingham LGBT have IDVA who attend MARAC, the multi agency partnership including the Police, Fire Service and other domestic abuse support services.</p> |

Monitoring

| | |
|---|--|
| How will you ensure any adverse impact and mitigation measures are monitored? | <p>We monitor all those households whose reason for homelessness in Domestic Abuse. We are partners in the MARAC, and work with other partners specifically the Police to identify those households most at risk of harm who would benefit from the security scheme.</p> |
| Please enter the email address for the officer responsible for monitoring impact and mitigation | Tina.Day@Birmingham.gov.uk |



Birmingham City Council

Cabinet

25 June 2024



Subject: Procurement Strategy for Highways Maintenance & Management

Commissioner Review

Commissioners understand the position the Council is in where it must seek a solution to continue delivering Highways Maintenance for Birmingham. Due to the short timescale, an extension to the current contract is the most expedient and deliverable solution. However, Commissioners expect the contract is clear that the Council can exit the arrangement within the two years if circumstances change. Even though the Council is now in this position, Commissioners expect the absolute best value for Birmingham residents.

Commissioners need assurance that BCC approaches this procurement activity as a programme of work with competent programme management, a fully resourced plan of activity, executive oversight and strong, effective governance. The risk register details a number of “red” risks with mitigations that reduce them to an “amber.” Commissioners want to see regular, monthly risk register reporting.

Commissioners would like this “programme” to be within the scope of the CPMO which will deliver the oversight and escalation that may ensure the procurement is successfully delivered and help to address the Commissioner’s comments above.

Birmingham City Council

Report to Cabinet

25 June 2024



Subject: Procurement Strategy for Highways Maintenance & Management

Report of: Craig Cooper, Strategic Director, City Operations

Relevant Cabinet Member: Cllr Majid Mahmood, Environment and Transport

Relevant O&S Chair: Cllr Lee Marsham, Sustainability and Transport

Report author: Mark Shelswell, Assistant Director, Highways and Infrastructure (mark.shelswell@birmingham.gov.uk)

| | | |
|---|---|---|
| Are specific wards affected? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No – All wards affected |
| If yes, name(s) of ward(s): | | |
| Is this a key decision? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| If relevant, add Forward Plan Reference: 012968/2024 | | |
| Is the decision eligible for call-in? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| Does the report contain confidential or exempt information? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| Exempt Information - Appendix A | | |
| Exempt information paragraph 3. Information relating to the financial or business affairs of any particular person (including the Council). | | |
| Paragraph 5. Information in respect of which a claim to legal professional privilege could be maintained in legal proceedings. | | |

1 Executive Summary

- 1.1 Under Section 41 of the Highways Act 1980, Birmingham City Council as the 'Highway Authority' for the city, has a legal duty to maintain all adopted highways within Birmingham.
- 1.2 The maintenance of the highway network is undertaken by Birmingham Highways Ltd (BHL) under the Interim Services Contract (ISC) that commenced in April 2020 approved by Cabinet in the Highway Maintenance and Management PFI Contract report dated 25th June 2019. The Council has instigated a Judicial Review against the government's decision to withdraw PFI credits. This hearing was held on the 21-22 March 2024.
- 1.3 The outcome of the Judicial Review (whether or not appealed by either party) may require further engagement with DfT to confirm future funding arrangements and to clarify the long-term future of the Highways PFI contract. To ensure that the Council can continue to fulfil its statutory duties as the Highway Authority for the city, this report requests Cabinet's approval to further extend the Council's existing Interim Service Contract with Birmingham Highways Limited for a period of up to 24 months.
- 1.4 There is insufficient time to undertake a full procurement to appoint a replacement long-term service provider prior to 31 July 2024. As part of extensive contingency planning, the proposal set out in this Cabinet Report allows the Council sufficient time (up to 24 months) to develop and implement a robust procurement strategy for the long-term provision of services, if required.
- 1.5 Regardless of the outcome of the JR, due to the length of time being taken for this matter to be appropriately considered, an extension of the ISC beyond 31 July 2024 will be needed.
- 1.6 The proposed contractual arrangements will be delivered within the financial envelope set out in the Council budget approved by Full Council on 5 March 2024, including the planned savings for future years.
- 1.7 Throughout this process the Council has received external legal advice from DLA Piper UK LLP (DLA Piper) and financial, commercial, and technical support from Arup Group Limited (Arup) (DLA Piper's subcontractor) to support internal knowledge and expertise.
- 1.8 Under the existing Highways PFI arrangements, BHL have a contract with Kier for the delivery of services that is due to expire on 31 July 2024. Depending on the outcome of the JR and subsequent operational decisions, this sub-contract will either be extended by BHL with the current contractual arrangements between BCC and BHL remaining in place, or the contract with BHL will fall away with the sub-contract novated to the Council.

- 1.9 At the time of writing the Report, the Council awaits the court's decision. Please note by the time of the Cabinet meeting a judgement may have been handed down.

2 Recommendations

That Cabinet:

- 2.1 Approves the extension of the Interim Services Contract for the maintenance and management of the Council's public highways network for a period of up to 24 months commencing 1st August 2024 for the value of £75.3m with Birmingham Highways Ltd (BHL) in accordance with the approach in paragraph 7.4.1.
- 2.2 Notes in the event that the current Project Agreement between BCC and BHL terminates, the road maintenance term service contract held by Birmingham Highways Ltd (BHL) with Kier Transportation Ltd (KTL) will novate to the Council. This will be for a period of up to 24 months commencing 1 August 2024.
- 2.3 In the event the Project Agreement terminates and the contract novates to the Council, under the Council's Procurement and Contract Governance Rules (PCGR) paragraph 4.59 vi, approves applying a Negotiated Contract without competition for the following ancillary services in accordance with the approach in paragraph 7.4.3 & 7.4.4 and delegates the award of any subsequent contracts to the Strategic Director, City Operations in consultation with the Interim Director, Commercial and Procurement, the Interim Director of Finance (Section 151 Officer) and the Interim City Solicitor and Monitoring Officer (or their delegates):
- Highways Insurance and Associated Cover with Howden Insurance Brokers Ltd.
 - Third party claims handling service with Gallagher Bassetts

For a sufficient period of time to allow for contingency arrangements and to allow for a full procurement to take place.

- 2.4 Notes the feedback from the Sustainability and Transport Overview and Scrutiny Committee, and the response, as set out in paragraph 5.2 and Appendix A (Exempt Information).
- 2.5 Authorises the Interim City Solicitor and Monitoring Officer (or their delegate) to execute and complete all necessary documentation to give effect to the above recommendations.

3 Background

- 3.1 The 2019 settlement was entered into with the support of Department for Transport (DfT) subject to the Council submitting a revised business case for continuing to receive £50.311m per annum PFI grant funding including the procurement of the long-term replacement of Amey as operating sub-contractor (the "OSC/PFI Procurement").

- 3.2 In 2019 BHL entered an Interim Services Contract (ISC) with Kier Transportation Limited (Kier) in-order to continue the highway maintenance and management services while a restructuring of the PFI was undertaken and the OSC Procurement completed.
- 3.3 Cabinet has received regular updates on progress since 2019 and has approved decisions to enable officers to develop the way forward within specified financial and operational parameters.
- 3.4 Since 2021 the project has procured expert external legal, commercial, and technical and professional support services, through our partner DLA Piper, assisted by Arup. This has led to a revised governance approach and structure, strengthening internal consultation and engagement on the delivery of the PFI contract restructuring. This includes:
- 3.4.1 A Sponsoring Board, chaired by the Cabinet Member for Transport and including the Cabinet Member for Finance, Strategic Director of City Operations together with the Interim Director, Commercial and Procurement, Interim Director of Finance (Section 151 Officer) and the Interim Monitoring Officer and City Solicitor.
- 3.4.2 A Programme Board, chaired by the Assistant Director for Highways and Infrastructure as Senior Responsible Officer, and including senior officers from Highways, Finance and Legal Services.
- 3.5 On 30 November 2023 DfT informed the Council that it would not support the Outline Business Case. The Government proposed to maintain the provision of Highways Maintenance funding for the Council at the current level (£50m p.a.) until the end of the current Spending Review Period (the end of 2024/25 fiscal year).
- 3.6 Following the Decision Letter, the Council issued a letter to DfT setting out the basis of its proposed Judicial Review challenge pursuant to the Pre-Action Protocol Letter for Judicial Review (dated 11 December 2023) (the "PAP Letter").
- 3.7 The commissioners wrote to the Rt. Honourable Mark Harper MP, Secretary of State for Transport on the 14 December 2023, to highlight and set out the implications of the DfT's decision to withdraw Highways Maintenance PFI credits from the Council, referencing the following:
- Financial sustainability – in the short term, it is estimated the decision could cost the Council an additional c.£144.8m;
 - Timing – the decision does not allow BCC to negotiate a long-term arrangement;
 - Regional impact – the impact of a significant reduction in spending would be severe, including the preservation of the number of local jobs and skill sets to the city and wider region;

- Scale of service – Birmingham has an extensive network; it is a major operation and is a significantly larger service than in many councils;
- Focus on senior officers – the associated changes for BCC to deliver on its Best Value duty will stretch even the best political and officer teams.

The Commissioners requested that the Department reconsiders its position on the PFI in Birmingham so as not to add to its challenges during a very difficult period.

- 3.8 As no substantive response was received to the PAP Letter within the time permitted, the City Solicitor instructed the Council's external legal advisers to file and serve a Judicial Review challenge at court on 2 January 2024. On 3 January 2024, the court sealed those documents and the Council's external legal advisers sent the documents to the Government Legal Department (acting on behalf of DfT), albeit, in accordance with the Civil Procedure Rules, the documents were not deemed served until the second business day after despatch, being Friday 5 January 2024. On 8 January 2024 the court made an order requiring DfT to file its Acknowledgment of Service and Summary Grounds of Defence by 19 January 2024.
- 3.9 On 19 January 2024 DfT filed and served an Acknowledgment of Service and Summary Grounds of Defence, to which BCC responded in brief on 22 January 2024. Evidence was served at intervals thereafter.
- 3.10 A two-day hearing took place from 21 to 22 March 2024 at Birmingham Civil and Family Justice Centre. No judgement was given by the court at this time.
- 3.11 The priority remains the continued delivery of statutory highway functions and services across the city, ensuring the safety of citizens across the network. The Council ensures delivery through its contract with BHL, who discharge some of their duties through their subcontract with Kier (ISC). This currently expires on 31 July 2024.

4 Options Considered and Recommended Proposal

- 4.1 To do nothing is not an option as the Council has a statutory duty to provide continuity of services for the continued delivery of highway functions and services across the city.
- 4.2 To bring the services in-house is not considered to be a feasible option at this time. There is insufficient time to allow for and manage any significant organisational and operational change required (including transfer of staff to the Council) if the Council were to bring services back in-house. To do so now would leave the Council in a high-risk position, both financially and operationally.
- 4.3 To undertake a full procurement to award a contract prior to the 31 July 2024 is not possible as there is insufficient time. The recommendations made in this Report allow the Council time to develop and implement a robust strategy for the

long-term provision of services whether the JR is successful (and the PFI Procurement can ultimately be completed) or if the JR is unsuccessful.

- 4.4 To extend the ISC and continue operating with an external service provider under the current ISC arrangements represents the most feasible option to undertake to ensure continuity of services.
- 4.5 The recommended proposal is that Cabinet approves the extension of the ISC for a period of up to 24 months to allow time for officers to develop and implement a robust strategy for the long-term provision of services (either through completion of the PFI Procurement or an alternative long-term solution via a competitive procurement process).

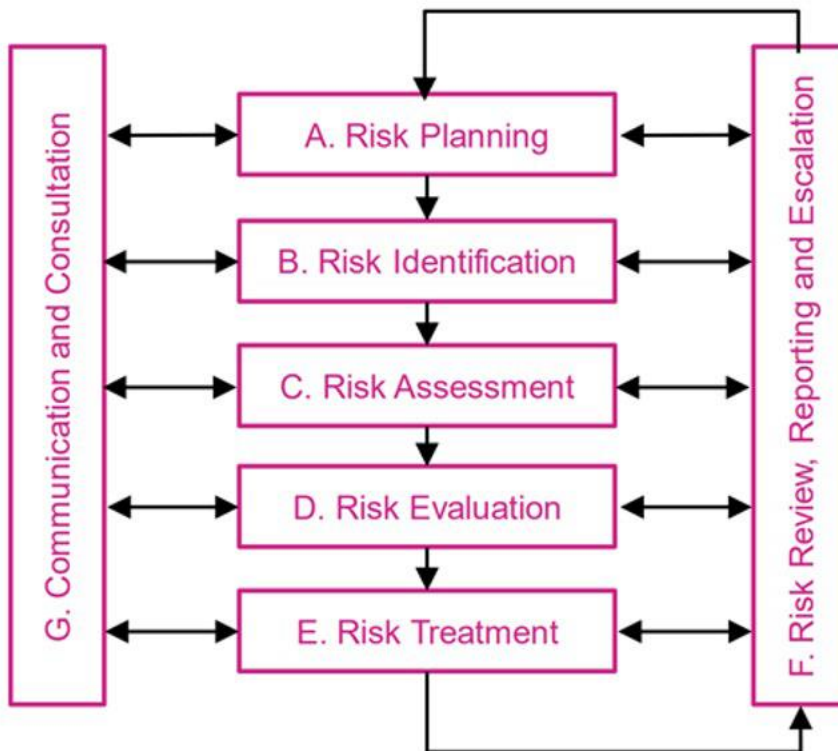
5 Consultation

- 5.1 Members and Commissioners have been briefed and consulted with, including the Sustainability and Transport Overview and Scrutiny Committee and will continue to be consulted with on the Council's position as appropriate and as the position with government develops.
- 5.2 The Sustainability and Transport Overview and Scrutiny Committee undertook pre-decision scrutiny on 16 May 2024. Appendix A (Exempt Information) sets out their recommendations, the key points arising from their discussions and the response in more detail. The outcome of the Judicial Review (whether or not appealed by either party) may require further engagement with DfT to confirm future funding arrangements and to clarify the long-term future of the Highways PFI contract and, in the meantime, the Committee highlighted the need to have a Highways Maintenance and Management contract in place which both delivers services and achieves best value. The Committee also acknowledged that there were specific challenges for the Council in doing this within the current context. Finally, the Committee wanted assurances that the future contract arrangements will be flexible to manage risks moving forward. In response to this, we have taken onboard these observations and can confirm and provide assurance that the proposed contractual arrangements will be drafted with the necessary flexibility to provide sufficient protection to the Council to deliver Best Value and can demonstrate robust management of risk as set out in section 6.
- 5.3 In 2019 the then Cabinet Member for Transport and Environment formed an all-party member working group. This group was setup to act as a 'sounding board' and provide member feedback to the Cabinet Member on the acceptability of potential proposals. The feedback from the group enabled officers to develop appropriate commercial proposals in the procurement and validate priorities for service delivery.

6 Risk Management

- 6.1 The full risk register is provided in Appendix D.

- 6.2 We have developed a risk management process that reviews the way the project manages risks and issues that arise as part of our contingency planning. The management of risks is embedded in the lifecycle of the Council's internal governance that supports the process and structures in place to ensure that the appropriate levels of rigour are being applied, with evidence of interventions and changes being made to manage risks.
- 6.3 The risk management process aims to identify and manage all foreseeable risks and opportunities in a manner which is proactive, effective, and appropriate, in order to maximise the likelihood of the project achieving its objectives, while maintaining risk exposure at an acceptable level. The risk management process aims to engage all project participants appropriately, creating ownership and buy-in to the project and to risk management actions.
- 6.4 The risk management process enables project participants to focus attention on those areas of the project most at risk, by identifying the major risks and opportunities and strategies for managing them. The process covers all activities undertaken by the project team during the lifetime of the project.
- 6.5 Risk-based information is communicated to project stakeholders in a timely manner at an appropriate level of detail, to enable the project strategy to be modified in the light of current risk exposure.
- 6.6 The project has applied a structured, systematic, and ongoing process, in accordance with the best practice, for identifying, assessing, and managing risk at project level to reduce the likelihood that risks will occur, and where risk is unavoidable, to reduce or mitigate its impact.
- 6.7 The risk management process adopted for the project is set out in the Project Risk Management Plan and is summarised in the diagram below. The Risk Management Plan is a live document and will be updated throughout the lifecycle of the project.



6.8 In revising arrangement such as this it is appropriate that Cabinet has assurance regarding the changes proposed.

6.8.1 Are considered appropriate to mitigate risks in the future contract to within acceptable levels.

6.8.2 Are affordable within the project's assumed affordability; and

6.8.3 May be revised in the future, but to do so will require full consideration of the risk to the Council.

7 Compliance Issues:

7.1 How are the recommended decisions consistent with the City Council's priorities, plans, and strategies?

7.1.1 The Council has adopted the Corporate Plan 2022 to 2026 on 11 October 2022. This identifies five strategic outcomes for the city, as follows:

- i. A Bold Prosperous Birmingham;
- ii. A Bold Inclusive Birmingham;
- iii. A Bold Safe Birmingham;
- iv. A Bold Healthy Birmingham; and
- v. A Bold Green Birmingham.

- 7.1.2 This decision directly affects the priorities that relate to the strategic outcomes as follows:
- i. **A Bold Prosperous Birmingham, Priority 3: Attract inward investment in infrastructure:** This decision directly affects investment in and maintenance of the Council's 2,500km highway network and Council-owned infrastructure on it. Such investment will directly reduce the percentage of carriageways that should be considered for structural maintenance.
 - ii. **A Bold Safe Birmingham, Priority 9: Make the city safer:** The future investment in street lighting that this decision supports contributes to citizens feeling safer.
 - iii. **A Bold Healthy Birmingham, Priority:** Encourage and enable physical activity and healthy living: The future investment in maintenance of footways and cycleways supports Active Travel choices which contributes to the health and wellbeing of citizens.
 - iv. **A Bold Green Birmingham, Priority 19: Continue on the Route to Zero:** Investment in street lighting technologies and future investment in street lighting enables the city to manage and reduce its highway infrastructure energy use.
- 7.1.3 Citizens' priorities also reflect that road and pavement repairs are the fourth highest priority in the city for citizens.
- 7.1.4 Birmingham Business Charter for Social Responsibility (BBC4SR)
- i. Kier is a certified signatory to the BBC4SR and will be required to produce an action plan with commitments as part of the extension to the ISC.
- 7.1.5 Improvement and Recovery Plan (IRP). This decision directly supports the IRP Theme – Delivering Good Services
- i. Efficient and effective citizen services which consistently provide safe, compliant, fair, and lawful services.
 - ii. Conforming with Best Value duty to deliver services in line with expected standards and statutory requirements.
 - iii. Improved citizen experience with clear, consistent, and well-defined services.

7.2 Legal Implications

- 7.2.1 The Council has a statutory duty to maintain highway infrastructure, primarily under Section 41 of the Highways Act 1980 and the New Roads and Street Works Act 1991.

- 7.2.2 Under Section 111 of the Local Government Act 1972 the Council has power to do anything that is calculated to facilitate, or is conducive or incidental to, the discharge of any of its functions.

7.3 Financial Implications

- 7.3.1 The Council's budget for 2024/25, approved at a Full Council meeting on 5 March 2024, included a revenue provision for the services to be delivered under this proposed contract extension of a maximum of £75.3m over the 2-year period.
- 7.3.2 Whilst the proposed ISC does not set out a fixed contract sum, the extent of works undertaken will be required to be managed to ensure that services are delivered within the approved available budget as set out above.

7.4 Procurement Implications

- 7.4.1 The extension of the ISC contract is compliant with the Public Contracts Regulations 2015 Reg 72.1.e and 72(8).
- 7.4.2 The justification for entering an extension of the current ISC contract is for immediacy, practical and logistical considerations for up to a period of 24 months (or shorter period or increments as required), as there is insufficient time to undertake a full and competitive tender process. There is also insufficient time to allow for the significant organisational and operational change required (including transfer of staff to the Council) if the Council were to bring services back in-house. The proposed extension of contract will include robust contract management and assurance arrangements, providing opportunity for the City Council to work with BHL and Kier to drive forward efficiencies and drive down costs, and prepare for the completion of the PFI Procurement or competitive award of a long-term procurement contract (as applicable).
- 7.4.3 In the event of the novation of the road maintenance term service contract being carried out, there will be requirements for Highways Insurance and Associated Cover and Third-Party Claims Handling Service contracts to be in place. These contracts are sub-contracted to third parties, and as such, it is not possible to novate these to the Council.
- 7.4.4 To be compliant with the City Council's Constitution (Procurement and Contract Governance Rules – PCGR) and Public Contract Regulations 2015, the proposed procurement route is to apply a Negotiated Contract without competition with the Howden Insurance Brokers Ltd for the Highways Insurance and Associated Cover contract and Gallagher Bassetts Service Inc for the Third Party Claims Handling Service under PCGR clause 4.59(vi) and PCR15 Clause 32(2)(c) *“insofar as is strictly necessary where, for reasons of extreme urgency brought about by*

events unforeseeable by the contracting authority, the time limits for the open or restricted procedures or competitive procedures with negotiation cannot be complied with". This is to maintain continuity of service, which protects the Council, through this interim period.

7.5 Human Resources Implications

7.5.1 Depending on the negotiated scope of the various contracts set out above a review and restructure of Highways and Infrastructure may be required. In this event any proposals will be fully consulted on with relevant stakeholders prior to implementation.

7.6 Public Sector Equality Duty

7.6.1 An Equality Impact Assessment has been undertaken and is shown in Appendix B. There are no issues arising as a result of this assessment.

8 Appendices

- 8.1 Appendix A: Exempt Information
- 8.2 Appendix B: Equality Impact Assessment
- 8.3 Appendix C: Environment and Sustainability Assessment
- 8.4 Appendix D: Risk Register

9 Background Documents

- 9.1 Report of the Director, Inclusive Growth and Chief Finance Officer to Cabinet, 25 June 2019 (“Highway Maintenance and Management PFI Contract”).
- 9.2 Report of the Acting Director, Inclusive Growth, and Interim Chief Finance Officer to Cabinet, 16 March 2021 (“Highway Maintenance and Management PFI Contract”).
- 9.3 Report of the Acting Director, Inclusive Growth and Interim Director of Council Management to Cabinet, 8 June 2021 (“Highway Maintenance and Management PFI Contract”).
- 9.4 Report of the Managing Director, City Operations to Cabinet, 14 December 2021 (“Highway Maintenance and Management PFI Contract”).
- 9.5 Report of the Strategic Director, City Operations to Cabinet, 8 November 2022 (“Highway Maintenance and Management PFI Contract”).
- 9.6 Report of the Director, City Operations to Cabinet, 5 September 2023 (“Highway Maintenance and Management PFI Contract”). FBC

EQUALITY IMPACT ASSESSMENT

Highways Maintenance and Management Contingency
Contract Arrangements Cabinet Report

Reference: EIA000418

Date: 15/04/2024

Submitted by: judy.johnson@birmingham.gov.uk



EIA Form – About your EIA

| | |
|---|--|
| Reference number | EIA000418 |
| Date Submitted | 15/04/2024 |
| Subject of the EIA | Highways Maintenance and Management Contingency Contract Arrangements Cabinet Report |
| Brief description of the policy, service or function covered by the EIA | The Highways Maintenance and Management PFI Contract delivers investment, maintenance and management services for the council's highway network to June 2035. Following a court judgement in 2019 the contract is in the process of being restructured. During this period the services are being delivered under the interim services contract. This contract is set to end 31st July 2024. The council has a statutory obligation to maintain the highway so not having a contract in place is not an option. The project is currently awaiting the outcome of a Judicial Review. As part of the council's contingency arrangements approval is being sought to undertake a procurement to cover arrangements for a period of 2 years from August 2024 to allow the council time to consider all of its options and implement contingency procurement plans. |
| Equality Assessment is in support of... | ["Amended service"] |
| How frequently will you review impact and mitigation measures identified in this EIA? | Annually |
| Due date of the first review | 2025-08-01 |

Directorate, Division & Service Area

| | |
|--|-----------------------------|
| Which directorate(s) are responsible for this EIA? | ["City Operations"] |
| Division | Highways and Infrastructure |
| Service area | PFI Contract Management |
| Budget Saving | No |

Officers

| | |
|--|-----------------------------------|
| What is the responsible officer's name? | Judy Johnson |
| What is the responsible officer's email address? | judy.johnson@birmingham.gov.uk |
| What is the accountable officer's name? | Ravinder Sahota |
| What is the accountable officer's email address? | ravinder.sahota@birmingham.gov.uk |



Data Sources

| | |
|---------------------|---|
| Data sources | ["Relevant research"] |
| Data source details | <p>This is a proposed change to the arrangements under which highway maintenance and management services will be delivered.</p> <p>The means by which those services are delivered is so far as they might impact upon protected characteristics is unchanged from the previous EINA,</p> <p>The relevant data for this assessment is the commercial and financial information as identified with the report.</p> |

Protected Characteristics

Protected Characteristic – Age

| | |
|---|---|
| Does this proposal impact people due to their age as per the Equality Act 2010? | No |
| What age groups are impacted by your proposal? | |
| Please describe the impact to the age characteristic | |
| How will you mitigate against any negative impact to the age characteristic? | |
| Please describe how this proposal does not impact people due to their age | The services provided support those of all ages, by keeping the highway network safe and available in meeting the statutory obligation. |

Protected Characteristic – Disability

| | |
|--|---|
| Does this proposal impact those people with a disability as per the Equality Act 2010? | No |
| Please describe the impact to the disability characteristic | |
| How will you mitigate against any negative impact to the disability characteristic? | |
| Please describe how this proposal does not impact people due to their disability | The services provided support those with disabilities, by keeping the highway network safe and available in meeting the statutory obligation. |

Protected Characteristic – Sex



| | |
|---|--|
| Does this proposal impact citizens based on their sex as per the Equality Act 2010? | Yes |
| What sexes will be impacted by this proposal? | ["Male","Female","Non-binary"] |
| Please describe the impact to the sex characteristic | There is not negative impact with regards to sex |
| How will you mitigate against any negative impact to the sex characteristic? | n/a |
| Please describe how this proposal does not impact people due to their sex | |

Protected Characteristic - Gender Reassignment

| | |
|---|---|
| Does this proposal impact people who are proposing to undergo, undergoing or have undergone a process to reassign one's sex as per the Equality Act 2010? | No |
| Please describe the impact to the gender reassignment characteristic | |
| How will you mitigate against any negative impact to the gender reassignment characteristic? | |
| Please describe how this proposal does not impact people due to gender reassignment | The services provided support those gender reassigned, by keeping the highway network safe and available in meeting the statutory obligation. |

Protected Characteristic - Marriage and Civil Partnership

| | |
|--|----|
| Does this proposal impact people who are married or in a civil partnership as per the Equality Act 2010? | No |
| What legal marital or registered civil partnership status will be impacted by this proposal? | |
| Please describe the impact to the marriage and civil partnership characteristic | |
| How will you mitigate against any negative impact to the | |



| | |
|--|---|
| marriage and civil partnership characteristic? | |
| Please describe how this proposal does not impact people who are married or in a civil partnership | The services provided support those married or in a civil partnership, by keeping the highway network safe and available in meeting the statutory obligation. |

Protected Characteristic - Pregnancy and Maternity

| | |
|--|---|
| Does this proposal impact people covered by the Equality Act 2010 under the protected characteristic of pregnancy and maternity? | No |
| Please describe the impact to the pregnancy and maternity characteristic | |
| How will you mitigate against any negative impact to the pregnancy and maternity characteristic? | |
| Please describe how this proposal does not impact people who are covered by the pregnancy and maternity characteristic | The services provided support those covered by pregnancy and maternity characteristic, by keeping the highway network safe and available in meeting the statutory obligation. |

Protected Characteristic - Ethnicity and Race

| | |
|---|--|
| Does this proposal impact people due to their race as per the Equality Act 2010? | No |
| What ethnic groups would be impacted by this proposal? | |
| Please describe the impact to the ethnicity and race characteristic | |
| How will you mitigate against any negative impact to the ethnicity and race characteristic? | |
| Please describe how this proposal does not impact people due to their race | The services provided support those covered by the race characteristic, by keeping the highway network safe and available in meeting the statutory obligation. |

Protected Characteristic - Religion or Beliefs



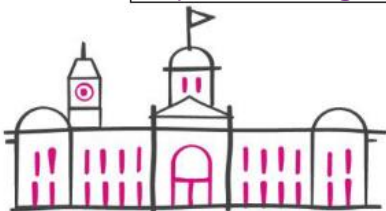
| | |
|--|---|
| Does this proposal impact people's religion or beliefs as per the Equality Act 2010? | No |
| What religions could be impacted by this proposal? | |
| Please describe the impact to the religion or beliefs characteristic | |
| How will you mitigate against any negative impact to the religion or beliefs characteristic? | |
| Please describe how this proposal does not impact people due to their religion or beliefs | The services provided support those covered by the religion or belief characteristic , by keeping the highway network safe and available in meeting the statutory obligation. |

Protected Characteristic - Sexual Orientation

| | |
|---|--|
| Does this proposal impact people's sexual orientation as per the Equality Act 2010? | No |
| What sexual orientations may be impacted by this proposal? | |
| Please describe the impact to the sexual orientation characteristic | |
| How will you mitigate against any negative impact to the sexual orientation characteristic? | |
| Please describe how this proposal does not impact people due to their sexual orientation | The services provided support those covered by the sexual orientation characteristic, by keeping the highway network safe and available in meeting the statutory obligation. |

Monitoring

| | |
|---|---|
| How will you ensure any adverse impact and mitigation measures are monitored? | Any adverse impact and mitigation measures will be monitored through the current project governance structure at programme board and escalated to Sponsoring Board if necessary |
| Please enter the email address for the officer responsible for monitoring impact and mitigation | steve.walton@birmingham.gov.uk |



APPENDIX C: ENVIRONMENT AND SUSTAINABILITY ASSESSMENT

Environment and Sustainability Assessment

| | | |
|--|---|---|
| Project Title: | Procurement Strategy for Highways Maintenance & Management Contract Arrangement | |
| Directorate: City Operations | Service: Highways and Infrastructure | Person Responsible for assessment: Judy Johnson |
| Date of assessment: 2 May 2024 | Is it a new or existing proposal?: Existing | |
| <p>Brief description of the proposal:</p> <p>For Cabinet to approve the extension of the Interim Services Contract to ensure continuity of services with regards to the maintenance and management of the highway network.</p> <ol style="list-style-type: none"> i. To enter into a further extension of the Interim Service Contract for a period of up to 24 months commencing 1 August 2024. We request that Cabinet delegates the award of any subsequent contract to the Strategic Director, City Operations in conjunction with the Interim Director, Procurement and Commercial, the Interim Director of Finance (Section 151 Officer) and the Interim City Solicitor and Monitoring Officer (or their delegates), in accordance with the approach in paragraph 7.4.1. This is for the estimated value of £75.3m. ii. The procurement of, and delegated authority to procure, the additional and ancillary services required to support the ISC contract for the subsequent maintenance and management of the public highways network. This includes the following areas, the costs for which are captured within the estimated value of £75.3m noted above: <ul style="list-style-type: none"> • Highways insurance and associated cover; • Third party claims handling facility; • Provision of commercial expertise, services, and assessment of the Interim Service Contract; | | |

- Independent health and safety advisory services;
- Data and communication supplier for connections handled by Thimble Mill depot and the UTC;
- Other services specific to the hosting and maintenance of the network.

| Potential impacts of the decision on: | Positive Impact | Negative Impact | No Specific Impact | What will the impact be? If the impact is negative, how can it be mitigated, what action will be taken? |
|--|-----------------|-----------------|--------------------|--|
| Natural Resources - Impact on natural resources including water, soil, air | | | x | <p>This decision will not have a direct impact on the use of natural resources beyond those already committed to by the Council in conducting its statutory obligations to maintain its existing highway infrastructure.</p> <p>Investment will require the use of natural resources to maintain highway infrastructure. The impact of this use is mitigated by using reused or recycled materials where appropriate (see below under Sustainable Products).</p> |
| Energy use and CO ₂ emissions | | | x | <p>This decision itself will not have a direct impact on the use of energy and CO₂ emissions.</p> <p>Consequential investment in street lighting and other powered apparatus will result in more energy-efficient equipment being used, thereby reducing energy use and CO₂ emissions.</p> |

| Potential impacts of the decision on: | Positive Impact | Negative Impact | No Specific Impact | What will the impact be? If the impact is negative, how can it be mitigated, what action will be taken? |
|--|-----------------|-----------------|--------------------|---|
| Quality of environment | x | | | <p>This decision itself will not have a direct impact on the quality of the environment.</p> <p>Investment in surfacing of Carriageway and Footway will result in renewal and repair of surfaces, which will improve the quality of the environment.</p> |
| Impact on local green and open spaces and biodiversity | | | x | <p>This decision will not directly affect green / open spaces or biodiversity. Management of the Council's 76,000 highway trees is part of the services within the contract, ensuring that these trees are maintained and healthy.</p> <p>Maintenance of effective highway drainage contributes to management of water and flood risk.</p> |
| Use of sustainable products and equipment | x | | | <p>This decision itself will not have a direct impact on the use of sustainable products and equipment.</p> <p>Where surfacing works are undertaken, materials are reused wherever possible, typically either relaying existing materials (such as paving) if not damaged or using recycled materials (such as materials made from recycling previous surfacing materials).</p> <p>For street lighting or powered apparatus works see Energy Use above.</p> |

| Potential impacts of the decision on: | Positive Impact | Negative Impact | No Specific Impact | What will the impact be? If the impact is negative, how can it be mitigated, what action will be taken? |
|--|---|-----------------|--------------------|---|
| Minimising waste | x | | | <p>This decision itself will not have a direct impact on minimising waste.</p> <p>Where materials can be re-used (as described under Sustainable Products above) this minimises waste.</p> |
| Council plan priority: a city that takes a leading role in tackling climate change | x | | | <p>Use of sustainable materials and improved energy efficiency are key outcomes within the delivery of the statutory duties that this decision enables. This is part of the Council taking a leading role in tackling climate change.</p> |
| Overall conclusion on the environmental and sustainability impacts of the proposal | <p>The service delivery that results from this decision is necessary to meet the Council's statutory duties to maintain the Highway. The above mitigations reduce the impact of this where appropriate and most investment in powered apparatus will additionally improve energy efficiency as part of the benefits.</p> <p>The sub-contractor will set out its targets and approach to sustainability during negotiations. It is a requirement for this to be aligned with the Council's objectives.</p> | | | |

APPENDIX D: RISK REGISTER

| Risk Identification | | | | | | | | | | Inherent Qualitative Assessment (Pre-Mitigation) | | | Current Qualitative Assessment (Post-Mitigation) | | | | |
|---------------------|-------------|---|------------------|------------|---|---|---|--------------------|-----------|--|---------------------|---------------------|--|----------------|--------------------|--------------------|------------------|
| ID | Date Raised | Title | Risk Category | Risk Owner | Uncertainty ("There is a risk that xyz may occur") | Cause(s) ("This risk has emerged due to xyz factors") | Consequence(s) ("xyz may happen if the identified Risk materialises") | Objective Impacted | Proximity | Inherent Impact | Inherent Likelihood | Inherent Risk Score | Mitigation | Current Impact | Current Likelihood | Current Risk Score | Additional Notes |
| - RS K - 1 | | Failure to procure a mid-term ISC Contractor / extend Interim Services. | Governance risks | SW | The council does not have a contractor to deliver operational services beyond July 2024 at the end of the current ISC due to failure to agree the mid-term extension with Kier. | Short timelines result in high pressure decisions leading to lack of agreement on the mid-term extension. Scope being reduced could lead to lack of interest from the current contractor. | This could leave the Council potentially unable to meet statutory duties to inspect and keep the highway safe. Reputational risk to BCC having no long-term contract in place for statutory duties. | | <3 Months | 5 | 4 | 20 | - Kier has been extended at the Interim Subcontractor until 31st July 2024 if required whilst we await the outcome of the Judicial Review. - The council has the right to take over the contract if BHL ceases to exist or the PFI contract ends due to a negative JR outcome. - A mid-term extension is required as | 4 | 2 | 8 | |

| | | | | | | | | | | | | | | | | | |
|------------|---|-------------------------|----|---|--|---|--|-----------|---|---|----|--|---|--|---|--|--|
| | | | | | | term extension | | | | | | | | DfT has resulted in delay to mobilisation and additional costs. JR process adds further delay. - Contingency plan implemented to ensure approval of ISC extension and suitable Delegations of Authority for procurement are in place. | | | |
| - RS K - 5 | Procurement timetable for insurance cover | Project/Programme risks | LC | A risk that the project will not have suitable insurance in the event BHL's cover is no longer valid due to administration. | In case of the project and PA termination, currently insurance cover by BHL will cease with immediate effect. BCC will therefore need to put alternative arrangement in place to provide insurance | The council will be exposed to legal claims, without adequate insurance cover for the highways network. If the long stop date stays as 31st of May 2024, and if BCC loses JR in May 2024, then there won't be enough time to procure insurance, leaving gaps in insurance cover in the transition to | | <3 Months | 3 | 5 | 15 | - Contingency plan in place to procure insurance in the event that BHL cease to exist. | 3 | 2 | 6 | | |

| | | | | | | | | | | | | | | | | | |
|---------------------|--|--|-------------------|----|--|--|--|--|------------|---|---|----|---|---|---|---|--|
| | | | | | | cover for the highways network. It needs a minimum time of 4 to 6 weeks | non-PFI, and putting the council under significant risks reputationally, legally, and financially | | | | | | | | | | |
| - RS K - 6 | | Procurement timetable for dedicated IT line for TML Depot: | Information risks | LC | A risk that the project will not have suitable telecoms provision in the event BHL's is no longer valid due to administration. | In case of the project and PA termination, the GTT line will need to be taken over from BHL. It needs a minimum time of 4 to 6 weeks | - GTT termination term is 30 days' notice;- Execute contingency plan under the preferred route to have Kier taking over GTT contract (or alternative contract with Vodafone), from BHL | | <3 Months | 5 | 3 | 15 | - Contingency plan in place to procure GTT in the event that BHL cease to exist. | 3 | 3 | 9 | |
| - RS K - 7 | | Interim Contractor commercial approach. | Commercial risks | JJ | Subcontractor does not look to minimise costs and / or seeks to maximise claims and compensation events. Insufficient challenge and commercial management by BHL | | - Depletion of settlement resources held by the council. - Reduction in project vfm. - Potential claim at the end of the Interim Services Contract. | | 3-6 Months | 3 | 3 | 9 | - Early Warning Events are reviewed carefully to avoid incurring unnecessary cost. - Opportunities for partnership working identified with Kier. | 2 | 3 | 6 | |

| | | | | | | | | | | | | | | | | |
|----------------------|--|--|------------------|----|--|--|--|--|------------|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | contract on any further extension will reduce this risk. | | | |
| - RS K - 9 | | Procurement timetable for handling claims | Commercial risks | JJ | In case of the project and PA termination, currently claims handling by BHL will cease. BCC will therefore need to put alternative arrangement in place to handle highway claims pre-1st April 2020 | | The council is legally liable to handle claims, it is a statutory requirement. the council will face legal challenge without means to handle highway claims. this will put council at risks legally and reputationally | | 3-6 Months | 3 | 3 | 9 | The preferred option would be for Kier to agree to have their GBI contract to handle claims pre-date 1st April 2024. Alternatively novation agreement will need to be put in place to automatically novate the current GBI contract from BHL to BCC | 2 | 2 | 4 |
| - RS K - 10 | | Procurement timetable for other services, including DGA and Quadriga H&S | Commercial risks | JJ | | | BCC will have no means to assess cost from the service provider Kier in the non-PFI scenario. BCC will not have adequate means to provide assurance on H&S | | 3-6 Months | 3 | 3 | 9 | - DGA and Quadriga termination term is 30 days' notice; - execute contingency plan under the preferred route to take over DGA and Quadriga | 2 | 2 | 4 |

| | | | | | | | | | | | | | | | | | |
|---|--|--|------------------|----|--|--|---|-------------|---|---|----------|---|--------------------------------------|---|----------|--|--|
| | | | | | | | | | | | | | contracts from BHL at PA termination | | | | |
| - RS K - 11 | | Capacity to implement post-PFI contingency measures. | Commercial risks | SW | The council does not have sufficient human resource capacity (number of people and experience) to develop and implement post-PFI contingency measures. | | <ul style="list-style-type: none"> - There are not enough people with the necessary experience to implement the contingency measures. - The process takes longer than it reasonably could and / or there are delays to planned delivery. - Opportunities are not realised in implementing the plan and unnecessary cost results. - Following the issuance of the s114 notice, increased processes/governance have been implemented which could have an impact to appoint resources. (This may also affect C4) | 6-12 Months | 3 | 3 | 9 | - Review resource and capacity as part of contingency plan development. | 2 | 2 | 4 | | |

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|----------------------|--|--|-------------|----|--|---|--|--|---------------|---|---|----|---|---|---|---|
| - RS K - 12 | | Failure to procure a mid-term Legal Advocacy Support | Legal risks | JJ | The Council does not have appropriate legal support to meet the need of the contract and the scenarios that may materialise dependant on the outcome of the JR decision. | -Cabinet report not being approved to meet the deadlines to go the 25 June Cabinet meeting. | -The Council does not have in place the required experienced legal and advocacy support to deal with: -Potential historic claims from Amey -Anticipated Claims from BHL -The wind down of the PFI and Insolvency of BHL should we get a negative decision from the JR. - Should the JR be successful the conclusion of the PFI procurement, f revised contract and execution of all documents. | | 3-6 Months | 4 | 4 | 16 | -Cabinet report titled 'Negotiated Contract for specialist advocacy, legal advice and support relating to the Highways Maintenance and Management Contract (P0989_2024-1) being reviewed and submitted by BCC legal to meet corporate clearance and cabinet deadline. | 3 | 3 | 9 |
|----------------------|--|--|-------------|----|--|---|--|--|---------------|---|---|----|---|---|---|---|

Birmingham City Council
Cabinet

25 June 2024



Subject: Negotiated Contract for specialist external advocacy, legal advice and support relating to the Highway Maintenance and Management Contract (P0989_2024-1)

Commissioner Review

Commissioners support the recommendations.

Birmingham City Council

Report to Cabinet

25th June 2024



Subject: Negotiated Contract for specialist external advocacy, legal advice and support relating to the Highway Maintenance and Management contract (P0989_2024-1)

Report of: Interim City Solicitor & Monitoring Officer

Relevant Cabinet Member: Cllr Majid Mahmood, Environment and Transport

Relevant O &S Chair(s): Cllr Lee Marsham, Sustainability and Transport

Report author: Marie Rosenthal
Interim City Solicitor and Monitoring Officer
Marie.rosenthal@birmingham.gov.uk

| | | |
|--|---|---|
| Are specific wards affected? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No – All wards affected |
| If yes, name(s) of ward(s): | | |
| Is this a key decision? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| If relevant, add Forward Plan Reference: 012933/2024 | | |
| Is the decision eligible for call-in? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| Does the report contain confidential or exempt information? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| If relevant, state which appendix is exempt, and provide exempt information paragraph number or reason if confidential : | | |
| Paragraph 3 Information relating to the financial or business affairs of any particular person (including the authority holding that information). | | |

1 Executive Summary

- 1.1 This report seeks approval to commence a negotiated procedure and award a contract under the Council's Procurement and Contract Governance Rules for specialist external advocacy, legal advice and support relating to the Highway Maintenance and Management PFI contract (HMMPFI) and the contractual arrangements with the PFI company set up to deliver the contract ; Birmingham Highways Limited (BHL) .
- 1.2 The necessity for a negotiated procedure has arisen because of the DfT's late decision to withdraw PFI credits for the HMMPFI contract and the Council's decision to issue Judicial Review (JR) proceedings on 2 January 2024 to challenge that decision. The Council is awaiting the decision of the Court and once delivered, it may be the subject to further litigation by way of appeal by DfT.
- 1.3 The legal services required under this report are far reaching and relate not only to ongoing work in the current JR proceedings but once a decision is given the Council requires DLA's advice and assistance either with the continuation of the HMMPFI Contract or termination of the HMMPFI Contract and ancillary contracts and the procurement of a new service provider to ensure the Council continues to meet its statutory duty.on the appointment of a long term service provider. Further details about the Council's options once the decision from the High Court is received is detailed in the private Appendix 3.
- 1.4 The criteria for applying a Negotiated Contract without competition is "*the activities are of a specialised nature which, are carried out by only one supplier, and it can be evidenced that not can be demonstrated and evidenced that no genuine competition can be obtained*". As DLA Piper UK LLP (DLA) are the solicitors who advised the Council on the original PFI arrangements and prepared the extensive documentation for the JR, it is highly unlikely that a new legal provider would be able to bid for the work on more favourable terms. It is, therefore proposed that their services be retained until the litigation comes to an end and the necessary contractual arrangements are put into place so that the Council continues to meet its statutory obligations. Furthermore it would not be advisable to change legal representation when litigation is ongoing as to do so

would invariably lead to a substantial duplication of costs and deliver no tangible benefit.

- 1.5 The proposed negotiated contract is with DLA for the period of up to 24 months, for the estimated total value of up to £4.5m. Thereafter the services will be competitively re-procured.
- 1.6 Continuing to employ DLA Piper will deliver best value compared to the start-up and familiarisation costs that would be incurred on the appointment a new legal advisor.
- 1.7 In the context of litigation, it is extremely risky to change legal advisors since should a dispute arise, there would be contention regarding which advisor was responsible. This would not be an issue with a consistency of the same advisor as there is a clear line of liability.
- 1.8 DLA already provide a satisfactory and significantly discounted service to the Council against Crown Commercial Services Framework rates, particularly for partner level support. On the basis that the favourable commercial arrangement is at least maintained, this will enable the Council to continue to benefit from these favourable discounted rates.

2 Recommendations

That Cabinet

- 2.1 Approves under the Council's Procurement and Contract Governance Rules the commencement of a negotiated procedure by Head of Highways PFI with DLA Piper LLP for the provision of specialist external advocacy, legal advice and support relating to the Highway Maintenance and Management contract for the maximum total sum of up to £4.5m over a period of up to 24 months, commencing 1 July 2024.
- 2.2 Delegates approval to award a contract for the provision of specialist external advocacy, legal advice and support relating to the Interim Monitoring Officer & City Solicitor or their delegate, in consultation with Interim Commercial & Procurement Director (or their delegate) and Interim Director of Finance and Section 151 Officer (or their delegate)

3 Background

- 3.1 DLA were awarded their current commission under a Delegated Award Report dated 17 November 2022 for a period of 20 months commencing December 2022 following the Council's procurement exercise through an open tender process. The main purpose of that arrangement was for the provision of legal advice and assistance to the Council in managing the relationship between the Council and PFI SPV company Birmingham Highways Limited (BHL), assisting with the production of an Outline Business Case (OBC) that was required by the DfT to demonstrate continuing VFM in the HMMPFI contract and assisting with the Council's oversight obligations in the procurement by BHL of a long-term term service provider following the exit of Amey LG in 2019 PLC .
- 3.2 Under this award DLA were also required to procure third party specialist legal, financial, commercial, and technical advice. This was a was a requirement of DfT to assure itself that any OBC presented by the Council was based on professional advice provided by suitably qualified external and impartial professional advisers on which all parties can rely. .
- 3.3 The Delegated Award Report financial limit was reached early in February 2024. This was due to: changes requested by DfT that necessitated additional work to complete the Business Case. There was also an extension to the procurement programme timetable to appoint a long-term subcontractor to enable bidders further dialogue meetings, respond to subsequent queries and additional time to ensure final bids remained competitive and therefore delivered best value to the Council. Finally, substantial costs were subsumed in obtaining Counsel's opinion and preparing the necessary and extensive supporting documents prior to issuing JR proceedings on 2 January 2024.
- 3.4 A further call off contract #2, in line with the Ordering & Award procedure in the Council's own Framework agreement was approved for the period March to June 2024. This allowed the work already in progress by the advisors to continue. This was included in the [Planned Procurement Activities report on 13th February 2024](#) with the delegated award approved by approved by Strategic Director, City Operations 28 February 2024.
- 3.5 Under the framework agreement non-legal advice is subcontracted by DLA to the following organisations
- a) OVE ARUP & Partners Limited (ARUP) for technical & commercial advice

- b) Willis Towers Watson for legal advice connected to the insurance element of the PFI contract; and
- c) Kroll Corporation as independent advisor connected to the June 2019 multi-party settlement described above and representation at board level with BHL.

3.6 This report seeks approval to commence a negotiated procedure under the Council's Procurement and Contract Governance Rules with DLA for services supplied directly by DLA and the subcontract arrangements with Willis Towers Watson and Kroll Corporation (3.5 b-c). The necessity for a negotiated procedure has arisen due to unforeseen JR litigation and the activities are of a specialised nature which, due to the time and costs involved can only, reasonably, be carried out by only one supplier, and it can be evidenced that there is no reasonably satisfactory alternative available. The advice provided by ARUP (3.5 a above) is subject to separate executive approval and to be provided under a separate contract directly with ARUP. Details will be included in the Planned Procurement Activities Report for 25th June 2024 Cabinet. [CMIS > Meetings](#).

3.7 The Council has an established relationship with DLA Piper. DLA was the Council's external advisor for the initial procurement and has successfully supported the Council through the lengthy disputes with Amey.

3.8 The basis of the negotiations will be to confirm the scope, terms and conditions the services will be delivered under. The financial negotiations will be undertaken within the following specific commercial and financial parameters.

- a. Fee proposals will be modelled against the work pattern for support in the Council's experience of previous disputes.
- b. Discount rates against card rates will be compared to previously obtained discounted levels.

3.9 A further award report will be presented in line with the delegation in 2.2 above setting out the outcome of the negotiations with DLA and requesting approval to award a contract for up to 24 months commencing 8th July 2024 for the maximum total value of up to £4.5m.

3.10 Relevant procurement implications are set out in para. 7.4 below

4 Options considered and Recommended Proposal

Alternative Options

4.1 Option 1 - *To provide the services in-house*. This option has been discounted as, given the specialist nature of the work, there is not the capacity or experience

within the council to undertake this. . Going forward once the judicial review has been concluded and a court decision received, legal support will focus on the Highway Maintenance and Management contract including any interim arrangement and dealing with any claims that may arise the as part of contract management activities. Subject to capacity, further work around reviewing and evaluating options for delivering additional legal support in-house will be explored.

- 4.2 *Option 2 – To tender for these services.* This option has been discounted on the basis that given the unforeseen litigation and timescales attached to this there is insufficient time and staff resources for procurement via the open or restricted procedures or competitive procedures with negotiation cannot be complied with.
- 4.3 *Option 3 - use a vendor neutral solution like [Constellia](#) and [BLOOM](#)* - these solutions do not directly deliver legal services to Local Authorities (i.e. they do not employ Solicitors that give advice the Local Authorities) but instead manage a supply chain of law firms that do deliver legal services to Local Authorities along with numerous other professional services via subcontractor arrangements. This option has been discounted on the basis that there is an inherent risk in contracting legal services via vendor neutral solutions who just use a light touch to “manage” the contract and take an admin fee as a % of total spend with the supply chain partner..
- 4.4 *Option 4 – to commence a negotiated procedure under the Council's Procurement and Contract Governance Rules for a contract for up to 24 months.* This is the recommended proposal. As described above the Council has an established relationship with DLA Piper. DLA was the Council's external advisor for the initial procurement and has successfully supported the Council through the lengthy disputes with Amey. The timescales attached to the ongoing litigation with DfT means that there is insufficient the time to procurement under the open or restricted procedures or competitive procedures with negotiation cannot be complied with.

Future Options

- 4.5 There should be no continuing requirement for these advisory services once a long-term arrangement for highway maintenance and management services is in

place and if further services are required these would be subject to a separate procurement exercise.

5 Consultation

- 5.1 Councillor Karen McCarthy Cabinet Member for Finance has been consulted and has approved this report.
- 5.2 Officers from Finance, Procurement and Legal and Governance have been involved in the preparation of this report.

6 Risk Management

- 6.1 At this stage it would be difficult to appoint a new legal firm and onboard them in the time required to meet the timetable the project is currently on. At the point of writing this report the authority is still awaiting the outcome of the JR and is being supported by DLA to explore and develop alternative strategies for the various scenarios that could emerge from the JR decision.
- 6.2 The Council's Legal Services will closely manage the contract to ensure VFM is delivered and where appropriate ensure added value is provided by DLA under their appointment. Further the Council's Legal Services will itself undertake aspects of the work deemed appropriate from the perspective of time, expertise and efficiency.

7 Compliance Issues:

7.1 How are the recommended decisions consistent with the City Council's priorities, plans and strategies?

- 7.1.1 The proposals contribute to the delivery of the Corporate Plan 2022 to 2026 of
 - **A Bold Prosperous Birmingham** "*we are a city with a modern green, accessible, transport system*"
 - **A Bold Green Birmingham** "*Improved transport infrastructure*"
- 7.1.2 The Highway Maintenance and Management contract will directly affect investment in and maintenance of the council's 2,500km highway network and council-owned infrastructure on it. This decision therefore contributes to achieving these priorities.
- 7.1.3 DLA Piper UK LLP is a certified signatory to the BBC4SR. Compliance with the BBC4SR is a mandatory requirement that will form part of the conditions of this contract. The negotiations will seek to agree social value commitments in an action plan to the value of the new contract. The delivery of the actions will be monitored and managed during the period of the contract agreed.

7.2 Legal Implications

7.2.1 This contract supports the re-procurement of the Council's contract to provide highway maintenance and management services, which delivers statutory obligations under the Highways Act (1980) and New Roads and Streetworks Act (1992).

7.2.2 The procurement of this contract is required due to the circumstances in paragraph b(ii) of Regulation 32(2)(c) of the Public Contract Regulations (2015) in that in the circumstances for reasons of extreme urgency brought about by events unforeseeable by the Council (the unforeseen litigation), the time limits for the open or restricted procedures or competitive procedures with negotiation cannot be complied with.

7.3 Financial Implications

7.3.1 The estimated maximum cost of the services is £4.5m over a 2-year period commencing on 1 July 2024. This has been estimated from the anticipated resourcing requirements and the indicative day rates from DLA to provide these services for the duration of the contract. The actual costs following completion of the negotiations will be reported in the contract award report.

7.3.2 The cost of these services can be met from the council's approved budget for the provision of highway maintenance and management services, which comprise ringfenced and unringfenced resources, comprising:

7.3.2.1. PFI grant from government (subject to the outcome of the JR).

7.3.2.2. Revenue budget for services in scope of the PFI contract or its replacement; and

7.3.2.3. PFI reserves.

7.3.3 The services required are part of the cost of restructuring the PFI contract (or, should it be required, putting in place alternate arrangements) is funded from these sources. There is no requirement for further funding commitment.

7.3.4 Authorisation has been received from the Section 151 Board on 21st December 2024 ID3907 and 14th May 2024 ID: 7565.

7.4 Procurement Implications (if required)

Benefits appraisal

7.4.1 The following are the key benefits that result from the negotiated procedure:

- a. Ensure a legally compliant contract to protect the Council.
- b. Continuity of advisory support and knowledge;
- c. Organisational familiarity with the highway maintenance and management services contract and corporate memory and no lost time in maintaining continuity.
- d. The ability to access specific, expert advice as required to support the project (the subcontract arrangements with Willis Towers Watson and Kroll Corporation described in 3.6 b-c); and
- e. Provision of specialist infrastructure projects advisors with experience of acting for both public and private sector (including lenders).

7.4.2 Using DLA Piper for these services would achieve these benefits.

7.4.3 Proposed rates will be compared with current market rates , to ensure they deliver Value for Money.

Justification for Negotiated Procedure

7.4.4 For reasons given in 1.4 above the justification for the negotiated procedures is that DLA Piper LLP is the sole supplier that could provide the services in the timeframe, as the activities are of a specialised nature given the corporate memory that DLA Piper LLP have built over the last 10+ years, and at a reasonable cost taking account of the unforeseen litigation and realising the benefits described in 7.4.1 above. As previously stated it would not be advisable to change legal representation when litigation is ongoing as to do so would invariably lead to a substantial duplication of cost and time and deliver no tangible benefit.

Contract & Performance Management

7.4.5 The contract and performance will be managed by Legal Services in conjunction with the Head of Highways PFI. At an operational level contract management process will focus on

- i. regular structured and informal communication with DLA forecasting and prioritising work.
- ii. agreeing who will be deployed to undertake that work e.g. looking at grades of staff.
- iii. assessing supplier performance; and

- iv. Processes to evaluate and review options around delivering some services in-house within legal services to reduce the degree of reliance on DLA.

7.5 Human Resources Implications (if required)

None

7.6 Public Sector Equality Duty

Entering into a negotiated procedure and concluding the award of this contract does not revise, amend or review Council policies of functions and therefore an Equality Impact Needs Assessment is not required.

1.9 Appendices

- Appendix 1 – Environment & Sustainability Assessment
- Appendix 2 - Equality Impact Assessment
- Appendix 3 – Private Appendix

1.10 Background Documents

- i. Report to Strategic Director, City Operations – Tender Strategy for Highway Maintenance and Management PFI Contract Restructuring support dated 9 September 2022
- ii. Report to Strategic Director, City Operations – Contract Award - Framework Agreement for Highway Maintenance and Management PFI Contract Restructuring Support– P0989 dated 17 November 2022.
- iii. [Planned Procurement Activities report on 13th February 2024](#)
- iv. Report to Strategic Director, City Operations – Call Off Contract Award for Highway Maintenance and Management PFI Contract dated 28 February 2024

Environment and Sustainability Assessment

Birmingham City Council is required to assess any positive or negative impacts that any policy/strategy/ decision/development proposal is likely to have on the environment. This assessment must be completed for CLT and Cabinet reports where appropriate. It is the responsibility of the Service Director signing off the report to ensure that the assessment is complete.

To complete the assessment, you should consider whether the proposal will have a positive or a negative impact on each of the key themes by placing a (√) for positive, (x) for negative and (?) for unclear impact, and (N/A) for non-applicable impact. Further guidance on the completion of the template is available on page 3 below.

| | | | | |
|--|---|--|---------------------------|--|
| Project Title: | Negotiated Contract for specialist external advocacy, legal advice and support relating to the Highway Maintenance and Management contract (P0989 2024-1) | | | |
| Directorate: Finance and Governance | Team: Corporate Procurement | Person Responsible for assessment: Andrea Webster | | |
| Date of assessment: | Is it a new or existing proposal? New | | | |
| Brief description of the proposal: the appointment of specialist external advocacy, legal advice and support relating to the Highway Maintenance and Management contract. | | | | |
| Potential impacts of the policy/development/ decision on: | Positive Impact | Negative Impact | No Specific Impact | What will the impact be? If the impact is negative, how can it be mitigated, what action will be taken? |
| Natural Resources - including water, soil, air | | | x | |
| Energy use and CO ₂ emissions | | | x | |
| Quality of environment | | | x | |
| Impact on local green and open spaces and biodiversity | | | x | |
| Use of sustainable products and equipment | | | x | |

13.7.21

1

| | | | | |
|--|---|--|---|--|
| Minimising waste | | | x | |
| Council plan priority: a city that takes a leading role in tackling climate change | | | x | |
| Overall conclusion on the environmental and sustainability impacts of the proposal | As this proposed contract award is professional services there is no specific environmental and sustainability impacts of the proposal. | | | |

Guidance for completing the template

| Theme | Example |
|---|---|
| Natural Resources - Impact on natural resources including water, soil, air. | <p>Does the decision increase water use? Does the decision have an impact on air quality? Does the decision discourage the use of the most polluting vehicles (private and public) and promote sustainable modes of transport or working from home to reduce air pollution? Does the decision impact on soil? For example, development will typically use water for carrying out various operations and, once complete, water will be needed to service the development. Providing water to development and treating affluent water requires energy and contributes to climate change. Some of the activities including construction or disposal of waste may lead to soil pollution. The decisions may lead to more journeys thereby deteriorating air quality and thus contribution to climate change and greenhouse gases.</p> |
| Energy use and CO ₂ emissions. | <p>Will the decision have an impact on energy use? Will the decision impact on carbon emissions? Most day-to-day activities use energy. The main environmental impact of producing and using energy such as electricity, gas, and fuel (unless it is from a renewable source) is the emission of carbon dioxide.</p> |
| Quality of environment. | <p>Does the decision impact on the overall quality of the built environment? Decisions may have an impact on the overall setting, character and distinctiveness in the area. For example, if development involves ground digging and excavations etc. it may have an impact on the local archaeology.</p> |
| Impact on local green and open spaces and biodiversity | <p>The proposal may lead to localised impacts on the local green and open spaces which may have an impact on local biodiversity, trees and other vegetation in the area. Will the proposal lead to loss (or creation) of green and blue infrastructure? For example, selling an open space may reduce access to open space within an area and lead to a loss of biodiversity. However, creating a new open space would have positive effects.</p> |
| Use of environmentally sustainable products, equipment and packaging | <p>Will the decision present opportunities to incorporate the use of environmentally sustainable products (such as compostable bags, paper straws etc.), recycled materials (i.e. Forest Stewardship Council (FSC) Timber/wood), non-polluting vehicles, avoid the use of single use plastics and packaging.</p> |

| | |
|---|---|
| Minimising waste | Will the decision minimise waste creation and the maximise recycling during the construction and operation of the development/programme/project? Will the decision provide opportunities to improve recycling? For example, if the proposal involves the demolition of a building or a structure, could some of the construction materials be reused in the new development or recycled back into the construction industry for use on another project? |
| Council plan priority: a city that takes a leading role in tackling climate change and deliver Route to Zero. | How does the proposal or decision contribute to tackling and showing leadership in tackling climate change and deliver Route to Zero aspirations? |

If you require further assistance with completing this template, please contact: ESAGuidance@birmingham.gov.uk

EQUALITY IMPACT ASSESSMENT

Cabinet Report - Negotiation without competition - DLA
Piper - PFI Legal Support

Reference: EIA000433

Date: 09/05/2024

Submitted by: Judy Johnson



EIA Form – About your EIA

| | |
|---|---|
| Reference number | EIA000433 |
| Date Submitted | 09/05/2024 |
| Subject of the EIA | Cabinet Report - Negotiation without competition - DLA Piper - PFI Legal Support |
| Brief description of the policy, service or function covered by the EIA | DLA Piper LLP, provide specialist legal support in respect of the Highways PFI Contract which support the Authority meeting its statutory obligations as Highway Authority under the Highways Act 1980. It is needed to ensure that Authority meeting its contractual obligations of the 2019 Settlement Agreement and the subsequent restructuring of the PFI contract |
| Equality Assessment is in support of... | ["Amended function"] |
| How frequently will you review impact and mitigation measures identified in this EIA? | Annually |
| Due date of the first review | 2025-05-12 |

Directorate, Division & Service Area

| | |
|--|---------------------------------------|
| Which directorate(s) are responsible for this EIA? | ["City Operations"] |
| Division | Highways and Infrastructure |
| Service area | Highways PFI Contract Management Team |
| Budget Saving | No |

Officers

| | |
|--|----------------------------------|
| What is the responsible officer's name? | Judy Johnson |
| What is the responsible officer's email address? | judy.johnson@birmingham.gov.uk |
| What is the accountable officer's name? | Steve Walton |
| What is the accountable officer's email address? | stephen.walton@birmingham.gov.uk |

Data Sources

| | |
|---------------------|--|
| Data sources | ["With Corporate procurement, legal and finance"] |
| Data source details | This is an report for the continuation of existing services. Consultation has taken place with Corporate procurement, legal and finance. |

Protected Characteristics



Protected Characteristic – Age

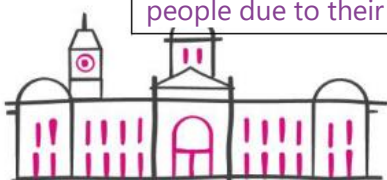
| | |
|---|---|
| Does this proposal impact people due to their age as per the Equality Act 2010? | No |
| What age groups are impacted by your proposal? | |
| Please describe any potential impact to the age characteristic | |
| How could you mitigate against any negative impact to the age characteristic? | |
| Please describe how this proposal does not impact people due to their age | The proposal does not negatively impact due to age as these services support a city wide service delivery that enables all citizens to move around the city safely. |

Protected Characteristic – Disability

| | |
|--|--|
| Does this proposal impact those people with a disability as per the Equality Act 2010? | No |
| Please describe any potential impact to the disability characteristic | |
| How could you mitigate against any negative impact to the disability characteristic? | |
| Please describe how this proposal does not impact people due to their disability | The proposal does not negatively impact due to disability as these services support a city wide service delivery that enables all citizens to move around the city safely. |

Protected Characteristic – Sex

| | |
|---|---|
| Does this proposal impact citizens based on their sex as per the Equality Act 2010? | No |
| What sexes will be impacted by this proposal? | |
| Please describe any potential impact to the sex characteristic | |
| How could you mitigate against any negative impact to the sex characteristic? | |
| Please describe how this proposal does not impact people due to their sex | The proposal does not negatively impact due to sex as these services support a city wide service delivery that enables all citizens to move around the city safely. |



Protected Characteristic - Gender Reassignment

| | |
|---|--|
| Does this proposal impact people who are proposing to undergo, undergoing or have undergone a process to reassign one's sex as per the Equality Act 2010? | No |
| Please describe any potential impact to the gender reassignment characteristic | |
| How could you mitigate against any negative impact to the gender reassignment characteristic? | |
| Please describe how this proposal does not impact people due to gender reassignment | The proposal does not negatively impact due to gender as these services support a city wide service delivery that enables all citizens to move around the city safely. . |

Protected Characteristic - Marriage and Civil Partnership

| | |
|--|---|
| Does this proposal impact people who are married or in a civil partnership as per the Equality Act 2010? | No |
| What legal marital or registered civil partnership status will be impacted by this proposal? | |
| Please describe any potential impact to the marriage and civil partnership characteristic | |
| How could you mitigate against any negative impact to the marriage and civil partnership characteristic? | |
| Please describe how this proposal does not impact people who are married or in a civil partnership | The proposal does not negatively impact due to a civil partnership as these services support a city wide service delivery that enables all citizens to move around the city safely. . |

Protected Characteristic - Pregnancy and Maternity

| | |
|--|----|
| Does this proposal impact people covered by the Equality Act 2010 under the protected characteristic of pregnancy and maternity? | No |
|--|----|



| | |
|--|--|
| Please describe any potential impact to the pregnancy and maternity characteristic | |
| How could you mitigate against any negative impact to the pregnancy and maternity characteristic? | |
| Please describe how this proposal does not impact people who are covered by the pregnancy and maternity characteristic | The proposal does not negatively impact due to pregnancy and maternity as these services support a city wide service delivery that enables all citizens to move around the city safely.. |

Protected Characteristic - Ethnicity and Race

| | |
|--|---|
| Does this proposal impact people due to their race as per the Equality Act 2010? | No |
| What ethnic groups would be impacted by this proposal? | |
| Please describe any potential impact to the ethnicity and race characteristic | |
| How could you mitigate against any negative impact to the ethnicity and race characteristic? | |
| Please describe how this proposal does not impact people due to their race | The proposal does not negatively impact due to Ethnicity or Race as these services support a city wide service delivery that enables all citizens to move around the city safely. |

Protected Characteristic - Religion or Beliefs

| | |
|---|---|
| Does this proposal impact people's religion or beliefs as per the Equality Act 2010? | No |
| What religions could be impacted by this proposal? | |
| Please describe any potential impact to the religion or beliefs characteristic | |
| How could you mitigate against any negative impact to the religion or beliefs characteristic? | |
| Please describe how this proposal does not impact people due to their religion or beliefs | The proposal does not negatively impact due to religion or belief as these services support a city wide service delivery that enables all citizens to move around the city safely.. |



Protected Characteristic - Sexual Orientation

| | |
|--|--|
| Does this proposal impact people's sexual orientation as per the Equality Act 2010? | No |
| What sexual orientations may be impacted by this proposal? | |
| Please describe any potential impact to the sexual orientation characteristic | |
| How could you mitigate against any negative impact to the sexual orientation characteristic? | |
| Please describe how this proposal does not impact people due to their sexual orientation | The proposal does not negatively impact due to sexual orientation as these services support a city wide service delivery that enables all citizens to move around the city safely. |

Monitoring

| | |
|---|---|
| How will you ensure any adverse impact and mitigation measures are monitored? | The will be done at the month contract review meetings with the contractor. |
| Please enter the email address for the officer responsible for monitoring impact and mitigation | stephen.walton@birmingham.gov.uk |



Birmingham City Council
Cabinet

25 June 2024



Subject: Transportation & Highways Delivery Programme 2024/25
to 2029/30 – Annual Programme Update

Commissioner Review

Commissioners support the recommendations.

Birmingham City Council

Report to Cabinet

25 June 2024



Subject: **Transportation & Highways Delivery Programme
2024/25 to 2029/30 – Annual Programme Update**

Report of: **Strategic Director of Place, Prosperity & Sustainability**

**Relevant Cabinet
Member:** **Councillor Majid Mahmood: Environment and
Transport**

Relevant O & S Chair: **Councillor Lee Marsham: Sustainability and Transport**

Report author: Phil Edwards, Assistant Director Transport and Connectivity
Tel: 07557 203167 Email: philip.edwards@birmingham.gov.uk

| | | |
|---|---|---|
| Are specific wards affected? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No – All wards affected |
| If yes, name(s) of ward(s): | | |
| Is this a key decision? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| If relevant, add Forward Plan Reference: 011821/2023 | | |
| Is the decision eligible for call-in? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| Does the report contain confidential or exempt information? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |

1 Executive Summary

- 1.1 The Transport and Highways Delivery Programme (THDP) is a rolling programme of capital and revenue investment in the city's transport networks and systems, which includes all investment in transport and highways outside of the Highways Maintenance and Management Private Finance Initiative (PFI). This report provides Cabinet with an Annual Programme Update (APU) for the period 2024/25 to 2029/30 at an estimated value of £308.372m. The APU sets out new resources and funding allocations, project budgets, expenditure profiles, policy changes and a summary of forecast project activity during 2024/25. This report also provides the necessary approvals and delegations to enable the streamlined delivery and management of the THDP.

2 Recommendations

- 2.1 Approves the Annual Programme Update (APU) provided as Appendix A to this report at a total estimated value of £308.372m.
- 2.2 Approves, subject to the Council's Gateway and Related Financial Approval Framework (GRFAF), confirmation of 2024/25 funding and pursuant to the delegations set out in recommendations 2.5 to 2.9:
 - 2.2.1 An estimated allocation of £6.254m in 2024/25 of new Local Network Improvement Plan (LNIP) funding provided through West Midlands Combined Authority (WMCA) devolved transport grant process, to named projects; and
 - 2.2.2 The release of LNIP development funding of £2.605m from within the allocation shown in paragraph 2.2.1 to progress named projects to Outline Business Case (OBC) and Full Business Case (FBC) stage, which have a strong probability of being delivered through either current or future funding mechanisms.
- 2.3 Approves the allocation of up to £31.482m of net surplus revenues from the Clean Air Zone in accordance with the Transport Act 2000 and the statutory charging order, noting that actual expenditure will require the approval of specific OBC and/or FBC reports.
- 2.4 Delegates approval of all OBCs, FBCs and related reports including revised financial appraisals for named projects and programmes detailed in Appendix A of this report to the Strategic Director of Place, Prosperity and Sustainability in consultation with the Director of Finance (Section 151 Officer) or their delegate, up to a maximum value of £5.000m, and to the relevant portfolio holder up to a maximum value of £10.000m
- 2.5 Approves the strategy for the procurement activity in 7.4 and delegates the award of contracts for services and works to support the delivery of the named projects within Appendix A of this report to the Strategic Director of Place, Prosperity and Sustainability in consultation with the Interim Director Commercial and Procurement, Director of Finance (Section 151 Officer) and the City Solicitor and Monitoring Officer (or their delegates) for values above the procurement threshold and up to £10.000m.
- 2.6 Under the Council's Procurement and Contract Governance Rules paragraph 4.59 vi, approves applying a Negotiated Contract without competition to West Midlands Combined Authority, for any highways and infrastructure works and services to support the delivery of named projects within Appendix A of the Transport and Highways Delivery Programme, in accordance with the approach in paragraph 7.4.4 and delegates the award of any subsequent contracts to the Strategic Director of Place, Prosperity and Sustainability in consultation with the Interim Director Commercial and Procurement, Director of Finance (Section 151 Officer) and the City Solicitor and Monitoring Officer (or their delegates).

- 2.7 Delegates authority to bid for and accept external capital and revenue resources in line with Council priorities and consistent with the policies and objectives of the Birmingham Transport Plan to the Assistant Director Transport and Connectivity in consultation with the Director of Finance (Section 151 Officer) or their delegate, up to a maximum value of £5.000m, and to the relevant portfolio holder up to a maximum value of £10.000m. Schemes that are successful in securing external capital and revenue resources will be added to the THDP as appropriate.
- 2.8 Delegates authority to approve virements of funding into and between named projects within Appendix A of the THDP to the Assistant Director Transport and Connectivity, up to a maximum value of £5.000m, and to the relevant portfolio holder up to a maximum value of £10.000m
- 2.9 Authorises the City Solicitor and Monitoring Officer to negotiate, execute and complete any necessary legal documentation to give effect to the above recommendations.

3 Background

- 3.1 The Birmingham Transport Plan (BTP) defines a new vision for Birmingham's Transport network. It sets out how the Council will transform the city's transport to meet the challenges of the next decade. The BTP is our comprehensive response to a range of social, environmental and economic imperatives (and is directly aligned to a range of priority projects and agendas, locally, regionally, and nationally), but with the scale and pace of change driven by the commitment to achieve net zero carbon by 2030. The projects and programmes within the Transportation and Highways Delivery Programme (THDP) 2024/25 to 2029/30 play a significant role in delivering the BTP. Planned project activity for the 2024/25 financial year is provided as Appendix C to this report.
- 3.2 Transport is essential for people to meet their daily needs to access employment, education, health and leisure. The BTP and associated THDP take a citizen focused approach. One third of households in the city do not have access to a car and the current public transport offer does not fulfil all needs. Negative impacts of transport such as poor air quality and road safety impact on health, wellbeing and quality of life. In order to support the city's growing population and our citizens' needs for a clean and safe sustainable transport network, improvements need to be delivered at pace and this is something that citizens and stakeholders are now demanding of the Council.
- 3.3 Ultimately, transport will contribute to a more prosperous, inclusive and healthy city, and also help reduce longer-term demands on Council and other public services when delivered in an aligned way.
- 3.4 The THDP is resourced fully from a combination of capital and revenue ring-fenced grants and incomes, which are required to be applied in accordance with grant agreements, legislation and associated regulations, and in the case of net surplus revenues from the Clean Air Zone (CAZ) the statutory charging order.

- 3.5 It should be noted that this report does not approve individual projects, as these are subject to the Council's Gateway and Related Financial Approval Framework (GRFAF), or appropriate delegations focussed upon streamlining delivery and maximising external grant funding opportunities. Additionally, projects and financial resources are approved on a sequential basis through each gateway stage of the GRFAF and where applicable the West Midlands Combined Authority's Single Assurance Framework (SAF).

Intervention and Transport and Highways Funding

- 3.6 Whilst the THDP retains a strong citizen focus and supports the delivery of statutory duties, it must be recognised that the operating context of the Council has changed, and activity must contribute to and align with the Council's Improvement and Recovery Plan (IRP). The THDP provides a strong example of how the Council can deliver for the city, maximising use of external funding resources, and working collaboratively with external partners including WMCA, adjoining local authorities, government departments and agencies, and the private sector. Notwithstanding this, work has been undertaken to review and rephase planned projects, programmes and resources so as to not only maximise transport outcomes, but support savings proposals, generate future savings and efficiencies, and reduce and/or remove calls for Council borrowing or general fund expenditure.
- 3.7 Aligned with the above, significant consideration has been given to the further use of net surplus revenues from the CAZ to provide multiple benefits, with this report proposing a new allocation of £31.482m, noting that expenditure can only be committed upon the approval of a FBC in accordance with governance previously approved by Cabinet.

Environment and Transport Neighbourhood Fund

- 3.8 Listening to and involving our citizens and communities forms a key part of the Council's IRP, with the first 'Shaping Birmingham's Future Together' meeting taking place during May. Removing silos, optimising delivery and performance also strongly feature in the IRP.
- 3.9 Set in the above context it is proposed to create an Environment and Transport Neighbourhood Fund (ETNF) where elected members can work with citizens and community groups to develop meaningful local interventions in a streamlined manner to provide a positive contribution towards active travel, road harm reduction, air quality, carbon reduction and climate change mitigation. As the £1.200m proposed for the fund is resourced from transport grant provided by the Department for Transport (DfT) via WMCA as part of the CRSTS1 settlement, the focus of the fund will be road safety interventions reflecting significant issues and citizen concerns across the city at the current time. In addition, road safety is a key performance indicator set by the DfT to monitor the impact and effectiveness of CRSTS1 resources.
- 3.10 It should be noted that whilst funds for the ETNF are allocated at a ward level and interventions are to be identified by elected members working with citizens and

community groups, all financial and scheme approvals will be undertaken by officers. Each scheme will require a FBC that is accompanied by a delegated report that will have received approval from the Council's Section 151 spend control board before final sign off from the appropriate senior officer as listed in the scheme of delegations.

- 3.11 To support the development of interventions, Healthy Streets training will be a mandatory requirement for all officers involved in the fund, with training to also be offered to elected members and community groups where possible.
- 3.12 It is proposed that the ETNF will be created in two stages, with transport resources previously allocated to the Ward Minor Transport Measures (WMTM) moved into the new fund with immediate effect. Secondly, a review of the Brum Breathes Fund (BBF) funded by net surplus CAZ revenues will be undertaken with the objective of moving resources that are not subject to a live application into the ETNF. As part of this review, officer capacity where required will be provided to elected members to build community capacity to help develop their ward plans and proactively identify a forward-looking programme of appropriate interventions over the next two financial years.
- 3.13 By adopting this approach, it is intended that elected members working with citizens and community groups are given the opportunity to deliver larger value for money schemes that make a strong contribution to the priorities set out in paragraph 3.9 and 3.10. Further information related to the ETNF is provided in Appendix A (pages 1 and 2). The project governance and approval process set out in paragraph 3.10 will apply.

Future Funding – Single Settlement

- 3.14 The WMCA is currently negotiating with Government for a single settlement that will cover themes including transport, housing, regeneration and skills. This is part of the Deeper Devolution Deal approved by WMCA Board in October 2023 and set out in a Memorandum of Understanding published as part of the 2023 Autumn Statement. Subject to these negotiations, the single settlement is likely to commence in 2025/26 and run in parallel with the remaining two years of the City Region Sustainable Transport Settlement (CRSTS) 1, which will conclude at the end of 2026/27.
- 3.15 Beyond 2026/27 the government had already provided a CRSTS 2 baseline allocation of £1.566m to the region, with a further uplift of £1.082m announced as part of the West Midlands Network North funding package following the cancellation of the northern leg of HS2.
- 3.16 This proposed long-term investment is welcomed in terms of financial planning, scheme development and preparing for delivery, rather than a requirement to make ad-hoc bids when required or enter into costly competitive processes. In this context, it is important that the Council is prepared for the single settlement and has a pipeline of suitable schemes developed that meet the policies and priorities of the Council, WMCA and government. As such, development allocations

contained within this report are essential to this activity and ensuring that the city maximises its investment from external grant funded sources in the period up to 2032, which importantly also have a high probability of being delivered.

4 Options Considered and Recommended Proposal

- 4.1 As referenced above, the operating context of the Council has changed and whilst the THDP is a strong example of collaborative delivery that is financially sustainable using external and ring-fenced resources, it must be recognised that certain planned activity and use of resources is required to change to support the IRP.
- 4.2 As such, a number of options have been explored as part of preparing the Annual Programme Update provided at Appendix A to this report, with the proposed option selected based on best achieving the Council's key policies and priorities within finite resources, whilst maximising delivery and minimising risks. The recommended option supports the IRP where practicable, and where funding stipulations allow, through reviewing, reprioritising and rephasing planned projects, programmes and resource allocations so as to help support current savings proposals, generate future savings and efficiencies, and reduce and/or remove calls for Council borrowing and general fund expenditure.
- 4.3 As part of the options analysis undertaken, the further use of net surplus CAZ revenues has been critically reviewed to enable the continuation and delivery of projects previously planned to be funded via the Council's Enterprise Zone or borrowing, increase resources for road harm reduction activity given significant public and political concern, and undertake work to maximise future external grant resources via the single settlement process. In addition, new projects have been proposed that will secure multiple benefits for the Council, for example, investment in LED street lighting upgrades on active travel corridors that will not only support greater levels of walking and cycling, but improve personal safety, help offset proposed reductions in the highways maintenance budget, reduce general fund utilities costs and drive a reduction in carbon emissions to contribute to our route to net zero agenda. The proposed new allocations of net surplus CAZ revenues are shown within the CAZ model provided within Appendix A (page 13).

5 Consultation

- 5.1 Full external consultation on specific projects will be undertaken as part of individual OBCs and FBCs in accordance with normal practise including ward councillors, residents, emergency services, businesses, WMCA/TfWM, and special interest groups. Consultation will also be undertaken with Sutton Coldfield Town Council and New Frankley in Birmingham Parish Council where appropriate.

6 Risk Management

- 6.1 A Programme Risk Register is included at Appendix B. This reflects the current situation the Council faces and considers the impact that it has on a wide range of

situations. The Council continues to see sharp rises in the cost of construction due to national and global events. The prices and shortage of materials and labour together with high energy prices is having a major impact on projects in contract, as well as those projects that have recently been through the OBC and FBC process. Economic instability nationally, with interest rates fluctuating, will continue to have an impact on future projects that are in development, as well as those that are yet to enter into construction. Such risks will be managed by senior Transportation and Highways officers in conjunction with the relevant portfolio holders. Risks are also managed at a more granular level for programmes and specific projects through a variety of project and programme boards.

7 Compliance Issues:

7.1 How are the recommended decisions consistent with the City Council's priorities, plans and strategies?

- 7.1.1 The THDP performs an essential role in supporting a range of programmes and projects that contribute towards achieving the Council's key policies and priorities as set out in the Corporate Plan, Birmingham Transport Plan, West Midlands Strategic Transport Plan, emerging Birmingham Local Plan and existing Birmingham Development Plan, Local Walking and Cycling Strategy and Infrastructure Plan, Road Safety Strategy/draft Road Harm Reduction Strategy, Clean Air Strategy and Route to Zero Strategy. In addition, the THDP will play a strong contributory role in the delivery of a balanced Council budget and the IRP.
- 7.1.2 In the context of inclusive economic growth, the THDP has a strong focus on supporting the Council's core mission 'to create a fairer, stronger city where all citizens share in the creation and benefits of more sustainable economic growth, where our citizens live longer, healthier and happier lives.'
- 7.1.3 In addition, the programme seeks to make a significant contribution towards the key priorities of children, jobs and skills, housing and health by enabling growth, improving road safety, improving accessibility, improving air quality, encouraging active and sustainable modes of travel and tackling the climate emergency.

Birmingham Business Charter for Social Responsibility (BBC4SR)

- 7.1.5 Compliance with the BBC4SR will be a mandatory requirement for any procurement exercise undertaken in line with the social value policy and will form part of the conditions of the contracts to be entered into. Successful tenderers will submit an action plan which will be implemented and monitored during the contract period.
- 7.1.6 The social value outcomes that tenderers will be required to address will be agreed prior to the commencement of the procurement exercise and will be specific and relevant to the area(s) the scheme is being delivered in. There

will be a particular emphasis on local employment and carbon reduction in addition to the other themes as appropriate to the project. The Real Living Wage will be mandated in accordance with the Living Wage Policy.

7.2 Legal Implications

7.2.1 The relevant primary legislation required to implement individual projects contained within the THDP comprises the Highways Act 1980; Road Traffic Regulation Act 1984; Road Traffic Act 1988; Transport Act 2000; Traffic Management Act 2004; Town and Country Planning Act 1990 and Planning and Compulsory Purchase Act 2004, together with related regulations and guidance. The Civil Enforcement of Road Traffic Contraventions (Approved Devices, Charging Guidelines and General Provisions) (England) Regulations 2022 are also directly relevant to this report in terms of the use of bus lane enforcement surpluses, alongside the Ambient Air Quality and Cleaner Air for Europe Directive 2008 and the Air Quality Standards Regulations 2010 in relation to CAZ implementation and the Transport Act 2000 to which the CAZ was pursuantly introduced. A Charging Order was produced and published on 26 April 2021 which provides the legal basis for the operation and enforcement of the CAZ. The legislation used to create the CAZ also sets out the uses of revenues raised through the scheme.

7.2.2 Section 111 of the Local Government Act 1972 empowers local authorities to do anything (whether or not involving the borrowing, expenditure or lending of money or the acquisition or disposal of any of its property) which, is calculated to, or is conducive or incidental to the discharge of any of their functions.

7.3 Financial Implications

7.3.1 The estimated value of the six-year THDP 2024/25 to 2029/30 is £308.372m. The programme profile is summarised in the table below, which is split per sub programme. The complete THDP is provided in Appendix A, detailing projects, and associated funding sources on an annual and all years' summary basis.

| Sub Programme | 2024-25 | 2025-26 | 2026-27 | 2027-28 | 2028-29 | 2029-30 | TOTAL |
|--|---------------|---------------|----------------|---------------|---------------|--------------|----------------|
| | £m | £m | £m | £m | £m | £m | £m |
| Central Birmingham | 21.561 | 25.577 | 65.034 | 27.800 | 12.800 | 2.187 | 154.959 |
| Corridors | 22.906 | 38.561 | 32.500 | 0.100 | 0.100 | 0.100 | 94.267 |
| Neighbourhoods | 17.894 | 4.815 | 4.115 | 3.050 | 1.550 | 1.550 | 32.274 |
| Infrastructure & Programme Development | 3.832 | 4.589 | 4.339 | 4.004 | 4.704 | 4.704 | 26.872 |
| TOTAL | 66.193 | 73.542 | 105.988 | 34.954 | 19.154 | 8.541 | 308.372 |

- 7.3.2 In accordance with the IRP and the clear requirements for financial sustainability, the THDP is demonstrably formulated and resourced from external grant funding, secured in the main from collaborative partnership working with WMCA, supplemented by bespoke grants from central government. Additionally, ring-fenced incomes comprising net surplus bus lane enforcement and CAZ resources have been utilised to lever and match fund these grants to maximise delivery and benefits, whilst also removing the need for corporate prudential borrowing and reducing the call on Enterprise Zone funding. Further detail on bus lane enforcement and CAZ revenues can be found within Appendix A (pages 13 and 14). Proposed resourcing of the 6-year programme is shown in the below table.
- 7.3.3 The ongoing delivery of capital works and the recharge of officer fees forms a key component of the operating models for both Transport and Connectivity and the Local Engineering service within Highways and Infrastructure. Recurrent general fund savings of circa £1.300m per annum (as set out in the Council's overall budget) are predicated upon this model alongside an associated uplift in recharge levels. Following staff consultation, the Local Engineering service will have a focus on the delivery of small capital works, with recharges to the proposed Environment and Transport Neighbourhood Fund (ETNF) forming an important element of the operating and financial model established.

| Funding Source | £m |
|--|----------------|
| LNIP Funding | 37.524 |
| Capital Grants from Central Government | 101.951 |
| Revenue Grants from Central Government | 1.749 |
| Levelling Up Fund | 4.332 |
| Contribution 3 rd Party | 13.319 |
| S278 | 1.156 |
| Bus Lane Enforcement Surplus Revenue | 8.523 |
| Clean Air Zone Net Surplus Revenue | 56.695 |
| S106 | 2.033 |
| Prior years ITB/LNIP | 6.663 |
| Capital Grants Reserves | 0.427 |
| Enterprise Zone | 74.00 |
| Total Forecast Programme | 308.372 |

- 7.3.4 In the later years of the current THDP, usage of Enterprise Zone resources is still identified as per the current Enterprise Zone Investment Plan. As these longer-term projects are developed through the OBC and FBC stage gates, the usage of Enterprise Zone resources will be reviewed, and opportunities sought in respect of alternative funding sources including CRSTS2 that forms part of the single settlement process referred to earlier in this report.
- 7.3.5 It should be noted that the current expenditure profiles shown within Appendix A are kept under continuous review and that some projects and profiles may have

to be rephased or adjusted in terms of both deliverability and a re-baselining exercise being undertaken over the summer period by the WMCA relating to the overall CRSTS1 regional programme in partnership with Transport for West Midlands and the six other metropolitan district councils.

Revenue Implications/Maintenance Costs

- 7.3.6 It is recognised that new capital transport schemes can by their nature often attract additional ongoing maintenance costs in respect of improved or new assets. They also provide opportunities to remove existing assets during works to mitigate cost increases. Ongoing maintenance costs for schemes will be captured on a case-by-case basis through the OBC and FBC process.
- 7.3.7 For new schemes, a corporate contingency allocation is available to bid for to accommodate basic inventory growth and expenditure incurred as a result of new capital works and this is monitored to ensure the budget allocation is not exceeded. Alternative funding sources are investigated for the maintenance of enhanced assets, but where these cannot be identified, the cost of maintaining enhanced assets may have to be funded from the corporate contingency allocation. In this event, options to reduce costs are considered including scheme revisions and scheme deferrals. Each scheme will need to identify revenue maintenance implications and funding, as part of the scheme-specific approval process, including where relevant the use of the corporate contingency allocation.
- 7.3.8 Whilst the corporate contingency provision is funded through the Council's corporate resources, it should be strongly acknowledged that without support for asset growth, many of the external capital funding streams received by the Council would not be accessible to the detriment of the city and its citizens. The capital investment received far exceeds the revenue expenditure required when applying best value and value for money principles.
- 7.3.9 The Council's Highways and Infrastructure division manages the maintenance of the city's highways assets and in addition, the corporate contingency allocation. It is acknowledged by the service that there is continued pressure on this allocation, with supplementary maintenance income mechanisms currently being explored alongside a new policy to manage asset growth and maintenance implications. This includes work to better align new build activity with maintenance to reduce costs and provide enhanced value for money including schemes delivered by partners such as WMCA.

Impact of Transport Schemes on Parking Income

- 7.3.10 The BTP provides a step change in Council policy that is required to meet our objectives including those associated with climate change. To achieve these objectives, previous ways of working and revenue streams may be impacted. In particular, the BTP represents a coordinated approach to move away from a car dominated transport system through reallocation of transport space away from the private car. Over time, this may cause traditional revenue income from car

parking to reduce. Impacts on income will be considered on a case-by-case basis through the OBC and FBC process as per current practice.

7.4 Procurement Implications

7.4.1 This report advises on the procurement strategy approaches below and to delegate the award of contracts for professional services and works above the relative procurement thresholds stated in the Council's Procurement and Contract Governance Rules, (Section 3, Table 2) to support the delivery of named projects. Projects under the procurement threshold will be procured and awarded under Chief Officer delegated authority.

Professional Services

7.4.2 The approved route for technical professional services to support the delivery of the THDP is to use the Council's Transportation and Development Professional Services Framework Agreement (or its replacement, for which a report will be presented to Cabinet in the summer) in accordance with the approved call off arrangements of either a direct award or a further competition exercise.

Works

7.4.3 The procurement route for works will be reported in each project's OBC and include the following options ahead of the Council bringing forward its own works framework, which will be subject to a report to Cabinet during 2024:

7.4.3.1. Black Country Minor Works Framework Agreement – this is a framework agreement awarded by Sandwell Council that covers the type of works required to deliver infrastructure projects in the THDP, until the Council's own highways and infrastructure framework agreement below is awarded.

7.4.3.2. The Council's Highways and Infrastructure Works Framework Agreement – the procurement strategy for the framework is due to be presented to Cabinet in 2024. When the framework agreement is awarded, it is proposed this will be the procurement route for all projects unless it is determined that a procurement process open to the market will result in a more cost-effective solution.

7.4.3.3. In the event of the unsuitability of the above options after a robust review, an alternative compliant procurement route will be utilised, such as an alternative framework or a procurement process open to the marketplace that will be advertised on Find a Tender, Contracts Finder and www.finditinbirmingham.com.

7.4.3.4. The evaluation criteria for each project will be set based on its complexity with a higher quality weighting over price for more complex schemes. The application of Social Value and the Living Wage will be in accordance with the Council's Policies and a minimum weighting of 20% will be applied where applicable.

7.4.3.5. The contract award(s) will be reported in either the FBC or a delegated award report as per paragraph 2.6.

Works undertaken by the WMCA

7.4.4 The WMCA is responsible for the delivery of the Midland Metro. There are various sites that the Council has responsibility for that are adjacent to the Midland Metro route that require infrastructure improvements.

7.4.5 The WMCA undertook a procurement exercise in compliance with the Public Contracts Regulations 2015 to implement a 10-year programme of tram system enhancement works across the West Midlands and awarded an alliance contract to the Midland Metro Alliance (MMA), a consortium of private sector suppliers. The MMA is a partnership and not a contracting entity therefore in order to access this arrangement, contracts have to be entered into with WMCA. To be compliant with the Council's Constitution and Procurement and Contract Governance Rules, the proposed procurement route is to apply a Negotiated Contract without competition with the WMCA under clause 4.59(vi).

7.4.6 The justification for entering into a Negotiated Contract is for practical and logistical considerations, with WMCA the sole supplier that delivers works and realises benefits. Given the scale of any of the Council's works in the area, tendering for a separate contract to deliver complimentary infrastructure and Metro schemes as two separate work packages, but in parallel timeframes, would bring about significant challenges in terms of the co-ordination of works. In addition, this would not realise the efficiencies and economies of scale that effectively mean that there would be no genuine competition nor joined up management arrangements. Therefore, in order to maximise efficient delivery, minimise disruption and ensure that the joint scheme benefits are fully realised, it is proposed that any infrastructure schemes complimentary to Metro are designed and implemented alongside Metro works. The proposed contract will include robust contract management and assurance arrangements, providing opportunity for the Council to work with WMCA, the contractor and designer to deliver the expected works at the agreed cost.

7.5 Human Resources Implications

7.5.1 As highlighted within Appendix B, resourcing presents a risk to the delivery of THDP. Both the development and delivery of transport projects requires specialist skills, of which there is a local and national shortage. This presents a challenge when recruiting staff, as well as the ability to retain existing officers as the market is buoyant towards the employee rather than the employer.

7.5.2 The Transport and Connectivity division will continue to operate a hybrid resourcing model, with Council officer capacity being supplemented by secondees and commissioned projects. This operating model allows the service to maintain sufficient staffing levels to develop and deliver projects within the THDP, whilst retaining a core team of Council employed officers to ensure corporate memory and important knowledge and skills are retained in-house.

7.6 Public Sector Equality Duty

7.6.1 An initial screening for an Equality Analysis (EA) has been undertaken for the THDP and has concluded that a full EA is not required at this time, with only positive or neutral impacts on the protected groups and characteristics under the Equality Act 2010. This position will be reviewed for each composite project and/or programme at OBC and FBC stage as necessary. The initial EA screening is provided as Appendix D to this report.

8 Appendices

Appendix A – Financial Forecasts, Programme Governance and Prioritisation Criteria.

Appendix B – High Level Programme Risk Assessment

Appendix C – Programme Overview

Appendix D – Equalities Assessment Initial Screening

Appendix E – Environment and Sustainability Assessment

9 Background Documents

Birmingham Transport Plan

Local Walking & Cycling Strategy & Infrastructure Plan

Birmingham Development Plan

West Midlands Strategic Transport Plan

Appendix A - Financial forecasts, programme governance and prioritisation criteria.

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Page 1 - Environment and Transport Neighbourhood Ward Fund

Page 2 - Breakdown of development costs 2024/25

Page 3 - Transportation & Highways Delivery Programme 2024/25 – 2029/30 Financial Forecast

Page 13 - Clean Air Zone Surplus Revenue Allocations

Page 14 - Bus Lane Enforcement Surplus Revenue Allocations

Environment and Transport Neighbourhood Ward Fund

This funding enables neighbourhood projects (identified by elected members working with citizens and community groups) to make streets safer, less polluted, more inclusive and more conducive to active travel. Projects must be set within the context of a Ward Plan and demonstrate alignment with Healthy Streets Principles¹ and provide a positive contribution to the following noting that Road Safety is required to be prioritised given that funding is specific grant for transport.

- Road Harm Reduction
- Use of Active Modes
- Air quality
- Carbon reduction
- Climate change mitigation

It is expected that this fund will complement the Council's IRP and emerging work of "Shaping Birmingham's Future Together", which will inform the Council's future vision and priorities and the way the Council works with citizens, communities, stakeholders and partners.

Examples of measures which may be delivered using this funding:

- Minor junction redesign
- Green infrastructure (planting, trees, but not floral displays)
- School streets
- Active travel improvements
- Traffic reduction on neighbourhood streets including restrictions and verge protection
- Removal of redundant street infrastructure and clutter
- Inclusive streetscapes (e.g. dropped kerb crossings, seating, facilities for those with disabilities)
- Air Quality monitors

Allocation of Funding

Similar to the former Ward Minor Transport Measures funding that that this fund succeeds, the Environment and Transport Neighbourhood Ward Fund will be allocated by ward. As set out in the main Cabinet report all financial and scheme decisions will be undertaken by officers. Each scheme will require a FBC that is accompanied by a delegated report that will have received approval from the Council's Section 151 spend control board before final sign off from the appropriate senior officer as listed in the scheme of delegations.

Funding Allocation for Environment and Transport Neighbourhood Ward Fund 2024/25

| Environment and Transport Neighbourhood Ward Fund Allocation – 2024/25 | |
|---|--|
| Development Fee | £190,000 |
| Member Allocation (Fees & Works) | £10,000 per single member ward* £20,000 per two member ward** |
| Total Allocation | £1,200,000 |

¹ <https://www.healthystreets.com/>

As set out in the executive report, it is proposed that a review of the Brum Breathes Fund (BBF) is undertaken to remove funding silos and streamline delivery at a ward level by amalgamating BBF resources into the Environment and Transport Neighbourhood Ward Fund.

BREAKDOWN OF DEVELOPMENT COSTS 2024/25

| Scheme | Cost £m | Fund |
|--|--------------------|-------------|
| Active Travel Scheme Development | 0.375 | LNIP |
| Birmingham Transport Plan Infrastructure | 0.400 | LNIP |
| Definitive Map Statement | 0.100 | LNIP |
| HS2 Infrastructure Development | 0.200 | LNIP |
| Future Major & Public Transport Projects | 0.350 | LNIP |
| Network & Accessibility Development | 0.200 | LNIP |
| Network Integrity Review | 0.150 | LNIP |
| Planning Led Transport Development | 0.200 | LNIP |
| Traffic Modelling & Surveys | 0.280 | LNIP |
| Route to Zero Transport Programme | 0.350 | LNIP |
| Total | 2.605 | |

TRANSPORTATION AND HIGHWAYS DELIVERY PROGRAMME - 2024/25 - 2029/30

Summary by Year

| | LNIP FUNDING | CAPITAL GRANTS FROM CENTRAL GOV | REVENUE GRANTS FROM CENTRAL GOV | LEVELLING UP FUND | CONTRIBUTION 3RD PARTY | S278 | BUS LANE ENFORCEMENT SURPLUS REVENUE | CAZ SURPLUS REVENUE | S106 | PRIOR YEARS ITB/LNIP | CAPITAL GRANTS RESERVES | ENTERPRISE ZONE | Total |
|----------------|---------------|---------------------------------|---------------------------------|-------------------|------------------------|--------------|--------------------------------------|---------------------|--------------|----------------------|-------------------------|-----------------|----------------|
| | £000's | £000's | £000's | £000's | £000's | £000's | £000's | £000's | £000's | £000's | £000's | £000's | £000's |
| 2024/25 | 6,254 | 20,571 | 1,149 | 4,332 | 1,932 | 676 | 2,823 | 20,111 | 1,255 | 6,663 | 427 | 0 | 66,193 |
| 2025/26 | 6,254 | 34,754 | 600 | 0 | 622 | 480 | 3,700 | 21,354 | 778 | 0 | 0 | 5,000 | 73,542 |
| 2026/27 | 6,254 | 46,626 | 0 | 0 | 10,465 | 0 | 2,000 | 6,643 | 0 | 0 | 0 | 34,000 | 105,988 |
| 2027/28 | 6,254 | 0 | 0 | 0 | 100 | 0 | 0 | 3,600 | 0 | 0 | 0 | 25,000 | 34,954 |
| 2028/29 | 6,254 | 0 | 0 | 0 | 100 | 0 | 0 | 2,800 | 0 | 0 | 0 | 10,000 | 19,154 |
| 2029/30 | 6,254 | 0 | 0 | 0 | 100 | 0 | 0 | 2,187 | 0 | 0 | 0 | 0 | 8,541 |
| TOTAL | 37,524 | 101,951 | 1,749 | 4,332 | 13,319 | 1,156 | 8,523 | 56,695 | 2,033 | 6,663 | 427 | 74,000 | 308,372 |

Summary by Programme

| Programme | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | 2029/30 | TOTAL |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | £000's | £000's | £000's | £000's | £000's | £000's | £000's |
| Central Birmingham | 21,561 | 25,577 | 65,034 | 27,800 | 12,800 | 2,187 | 154,959 |
| Corridors | 22,906 | 38,561 | 32,500 | 100 | 100 | 100 | 94,267 |
| Neighbourhoods | 17,894 | 4,815 | 4,115 | 3,050 | 1,550 | 1,550 | 32,974 |
| Infrastructure & Programme Development | 3,832 | 4,589 | 4,339 | 4,004 | 4,704 | 4,704 | 26,172 |
| TOTAL | 66,193 | 73,542 | 105,988 | 34,954 | 19,154 | 8,541 | 308,372 |

Summary by Scheme

| Programme | Code | Ward | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | 2029/30 | TOTAL |
|---|------------|---|---------------|---------------|----------------|---------------|---------------|--------------|----------------|
| | | | £000's | £000's | £000's | £000's | £000's | £000's | £000's |
| Central Birmingham | | | 21,561 | 25,577 | 65,034 | 27,800 | 12,800 | 2,187 | 154,959 |
| Advisory contraflow cycle lanes (TWM ATF T3) | L00245 | Soho & Jewellery Quarter, Ladywood | 339 | 0 | 0 | 0 | 0 | 0 | 339 |
| Birmingham City Centre Retail Core Public Realm (CAZ002) | LV003E | Ladywood, Soho & Jewellery Quarter, Newtown, Nechells, Bordesley & Highgate | 2,736 | 0 | 0 | 0 | 0 | 0 | 2,736 |
| BCR City Centre Connectivity (CAZ011) | J00032 | Ladywood, Soho & Jewellery Quarter, Newtown, Nechells, Bordesley & Highgate | 100 | 900 | 0 | 0 | 0 | 0 | 1,000 |
| Bradford Street Cycling Scheme (ATF T3) | TBC | Bordesley & Highgate | 2,200 | 0 | 0 | 0 | 0 | 0 | 2,200 |
| Colmore Row Pedestrianisation | LV004E | Ladywood | 112 | 0 | 0 | 0 | 0 | 0 | 112 |
| City Centre Active Travel Connections to Interchange Phase 1 (CRSTS) (CAZ003) | LV003E | Ladywood, Soho & Jewellery Quarter, Newtown, Nechells, Bordesley & Highgate | 2,822 | 4,824 | 5,326 | 2,800 | 2,800 | 2,187 | 20,759 |
| City Centre Active Travel Connections Phase 2 (CRSTS) | L00006 | Ladywood, Soho & Jewellery Quarter, Newtown, Nechells, Bordesley & Highgate | 700 | 1,500 | 5,000 | 0 | 0 | 0 | 7,200 |
| City Centre Cells (ATF T4) (CAZ013 & CAZ032) | L00227 | Ladywood, Nechells, Newtown, Soho & JQ and Bordesley & Highgate | 2,750 | 0 | 0 | 0 | 0 | 0 | 2,750 |
| City Centre Interconnect Wayfinding Totems (CAZ021) | NEW | Ladywood, Nechells, Newtown, Soho & JQ and Bordesley & Highgate | 300 | 300 | 0 | 0 | 0 | 0 | 600 |
| Cross City Bus Package 1 (City Centre) | LV005B | Ladywood, Soho & JQ, Newtown, Nechells, Bordesley & Highgate | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| Cross City Bus Package 1 (City Centre Phase 2) | L00248 | Ladywood, Soho & JQ, Newtown, Nechells, Bordesley & Highgate | 7 | 8 | 0 | 0 | 0 | 0 | 15 |
| Digbeth Active Travel and Streets Programme | TBC | Bordesley & Highgate | 250 | 5,100 | 25,000 | 10,000 | 5,000 | 0 | 45,350 |
| Emergency Spill Out Measures Consolidation (CAZ023) | JV00DU | Ladywood, Soho & Jewellery Quarter | 283 | 0 | 0 | 0 | 0 | 0 | 283 |
| Great Charles Street Active Travel Improvements (CAZ020) | NEW | Soho & Jewellery Quarter, Ladywood | 500 | 1,500 | 0 | 0 | 0 | 0 | 2,000 |
| High Speed 2 Road Safety Fund and Transforming Vauxhall | LV007U | Citywide | 2,850 | 0 | 0 | 0 | 0 | 0 | 2,850 |
| HS2 Readiness: One Station & Smallbrook Queensway (CRSTS) | L00012 | Ladywood | 1,550 | 2,500 | 24,900 | 15,000 | 5,000 | 0 | 48,950 |
| Metro Extension Mitigation & Broad St Decluttering | L00103 | Ladywood | 880 | 0 | 0 | 0 | 0 | 0 | 880 |
| Navigation St/Swallow St S278 | LV002M | Ladywood | 50 | 0 | 0 | 0 | 0 | 0 | 50 |
| Paradise Public Transport Improvement Phase 1 | LV008A | Ladywood and Bordesley & Highgate | 50 | 0 | 0 | 0 | 0 | 0 | 50 |
| Paradise PTI (U-Turn) future phases | LV003Q | Ladywood and Bordesley & Highgate | 100 | 50 | 50 | 0 | 0 | 0 | 200 |
| Snow Hill Growth Strategy (CRSTS) | LV004C | Ladywood, Soho & Jewellery Quarter | 1,000 | 2,000 | 2,000 | 0 | 0 | 0 | 5,000 |
| Snow Hill Accessibility and Connectivity Improvements - Phase 3a Newhall Street Traffic Management (CAZ022) | LV002Q-5 | Ladywood, Soho & Jewellery Quarter | 520 | 0 | 0 | 0 | 0 | 0 | 520 |
| Snow Hill Accessibility and Connectivity Improvements - Project 2.3 Steelhouse Sq (CAZ022) | LV002Q-5 | Ladywood, Soho & Jewellery Quarter | 90 | 1,669 | 671 | 0 | 0 | 0 | 2,430 |
| Southside Public Realm Improvements (CAZ019) | LV001K-003 | Ladywood and Bordesley & Highgate | 360 | 4,418 | 2,087 | 0 | 0 | 0 | 6,865 |
| Sprint Bham-Airpt (City Centre) Phase 2 | L00247 | Ladywood, Newtown, Nechells | 7 | 308 | 0 | 0 | 0 | 0 | 315 |
| West Side Metro Contribution - WMCA (CAZ033) | NEW | Ladywood | 1,000 | 500 | 0 | 0 | 0 | 0 | 1,500 |
| Corridors | | | 22,906 | 38,561 | 32,500 | 100 | 100 | 100 | 94,267 |
| A34 North Managing Demand Development (CAZ034) | NEW | Perry Barr | 250 | 0 | 0 | 0 | 0 | 0 | 250 |
| A38 Selly Oak to Longbridge Cycle Route (CRSTS) (CAZ026) | L00005 | Wards along corridor | 1,000 | 10,750 | 10,750 | 0 | 0 | 0 | 22,500 |
| A45 Coventry Road Cycle Route (CRSTS) | L00121 | Wards along A45 Corridor | 2,800 | 5,750 | 5,750 | 0 | 0 | 0 | 14,300 |
| Battery Way Extension - Tyseley (Post Completion Fund) | LV006D | Tyseley & Hay Mills | 30 | 0 | 0 | 0 | 0 | 0 | 30 |
| BLE Delivery Sprint, MMA, & Cross City | LV008A | Citywide | 1,300 | 0 | 0 | 0 | 0 | 0 | 1,300 |
| Bristol Road Enhancement Scheme (ATF 3) (CAZ024) | LV003C | Bournbrook & Selly Park, Weoley & Selly Oak | 3,025 | 250 | 0 | 0 | 0 | 0 | 3,275 |
| Bus Lane Enforcement Delivery Tranche 2 | LV003V | Citywide | 1,000 | 0 | 0 | 0 | 0 | 0 | 1,000 |
| Chester Rd Improvements (Post Completion Fund) | LV005W | Castle Vale & Pype Hayes | 136 | 0 | 0 | 0 | 0 | 0 | 136 |
| Cross City Bus Package 6 (West Brom - Chelmsley Wood) | L00102 | Wards along corridor | 7 | 3 | 0 | 0 | 0 | 0 | 10 |
| Cross City Bus Package 2 (Longbridge - Hamstead) | L00100 | Wards along corridor | 7 | 3 | 0 | 0 | 0 | 0 | 10 |
| Cross City Bus Package 3 (Druids Heath - Dudley) | LV005C | Wards along A457 and A435 corridors | 68 | 0 | 0 | 0 | 0 | 0 | 68 |
| Cross City Bus Package 4 (Longbridge - Castle Vale) | LV009T | Wards along corridor | 8 | 0 | 0 | 0 | 0 | 0 | 8 |
| Cross City Bus Package 5 (Bartley Green - Chelmsley Wood) | L00101 | Wards along corridor | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Cross City Bus Programme (BCC Contribution) (CAZ007) | NEW | Citywide | 0 | 4,225 | 0 | 0 | 0 | 0 | 4,225 |
| Dudley Road (A457) (CAZ025) | LV001Q | Ladywood, North Edgbaston | 7,083 | 2,000 | 0 | 0 | 0 | 0 | 9,083 |
| East Birmingham to Solihull Corridor (CRSTS) | L00132 | East Birmingham Wards | 293 | 1,400 | 3,100 | 0 | 0 | 0 | 4,793 |
| Future Public Transport Projects | LV0033 | Citywide | 200 | 0 | 0 | 100 | 100 | 100 | 500 |
| Hagley Road Multi-Modal Study | LV009R | Wards along corridor | 10 | 0 | 0 | 0 | 0 | 0 | 10 |
| Iron Lane (Post Completion Fund) | LV001M | Glebe Farm & Tile Cross | 100 | 0 | 0 | 0 | 0 | 0 | 100 |
| King Edwards School Crossing | LV006Q | Edgbaston | 150 | 0 | 0 | 0 | 0 | 0 | 150 |
| LED Lighting Upgrades to Active Travel Corridors within HMPE (CAZ030) | NEW | Citywide | 2,000 | 3,500 | 0 | 0 | 0 | 0 | 5,500 |
| Metro Extension Schemes | LV001L | Citywide | 200 | 100 | 100 | 0 | 0 | 0 | 400 |
| Peddimore S278 | LV001T | Minworth | 75 | 0 | 0 | 0 | 0 | 0 | 75 |
| Sprint Bham-Airpt (A45) Phase 2 | L00120 | Wards along A45 corridor | 207 | 100 | 0 | 0 | 0 | 0 | 307 |
| Sprint Hagley Rd - Phase 1A | LV001Z | North Edgbaston, Ladywood & Edgbaston | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Sprint Walsall to Birm Phase 2 | L00119 | Wards along A34 corridor | 205 | 80 | 0 | 0 | 0 | 0 | 285 |
| Water Orton Lane | L00128 | Sutton Walmley & Minworth | 500 | 400 | 0 | 0 | 0 | 0 | 900 |
| Selly Oak New Road Phase 1b (Post Completion Fund) | LV001R | Weoley & Selly Oak, Bournville & Cotteridge | 50 | 0 | 0 | 0 | 0 | 0 | 50 |
| Sutton Gateway (CRSTS) | L00013 | Sutton Trinity | 2,200 | 10,000 | 12,800 | 0 | 0 | 0 | 25,000 |
| Neighbourhoods | | | 17,894 | 4,815 | 4,115 | 3,050 | 1,550 | 1,550 | 32,974 |
| Active Travel Fund Tranche 2 Programme (CAZ015) | LV005F | Citywide | 2,841 | 50 | 0 | 0 | 0 | 0 | 2,891 |
| Active Travel Improvements at Junctions (CAZ028) | NEW | Citywide | 300 | 1,000 | 1,000 | 0 | 0 | 0 | 2,300 |
| Air Quality Monitoring in Schools (CAZ011) | TBC | Citywide | 950 | 50 | 0 | 0 | 0 | 0 | 1,000 |
| Average Speed Cameras | L00104 | Citywide | 200 | 200 | 200 | 200 | 200 | 200 | 1,200 |
| Birmingham Bike Hangers Trial (ATF T4) | TBC | Citywide | 189 | 0 | 0 | 0 | 0 | 0 | 189 |
| Birmingham Cycle Revolution Phase 2 | LV001P | Citywide | 234 | 0 | 0 | 0 | 0 | 0 | 234 |
| Birmingham Cycle Revolution Phase 3 | LV001W | Citywide | 1,737 | 0 | 0 | 0 | 0 | 0 | 1,737 |
| Bikeability Programme | NEW | Citywide | 822 | 600 | 0 | 0 | 0 | 0 | 1,422 |
| Big Birmingham Bikes (CAZ011) | J00033 | Citywide | 1,000 | 0 | 0 | 0 | 0 | 0 | 1,000 |
| Bournville LTN | L00105 | Bournville & Cotteridge | 150 | 0 | 0 | 0 | 0 | 0 | 150 |
| Car Clubs | L00086 | Citywide | 68 | 0 | 0 | 0 | 0 | 0 | 68 |
| Car Free School Streets (CAZ011) | J00034 | Citywide | 1,000 | 0 | 0 | 0 | 0 | 0 | 1,000 |
| Cycle Parking (inc BCR Residual) | LV006H | Citywide | 65 | 15 | 15 | 0 | 0 | 0 | 95 |
| Erdington Parking Control Dev | L00047 | Erdington | 67 | 0 | 0 | 0 | 0 | 0 | 67 |
| Vision Zero Capacity Fund | LV0061 | Citywide | 900 | 900 | 900 | 850 | 850 | 850 | 5,250 |
| Environment & Transport Neighbourhood Ward Fund (Replaces WMTM) (CAZ029) | TBC | Citywide | 1,200 | 2,000 | 2,000 | 2,000 | 500 | 500 | 8,200 |
| Kings Heath & Moseley Places for People (ATF T3) | L00228 | Brandwood & Kings Heath, Moseley, Billesley | 2,215 | 0 | 0 | 0 | 0 | 0 | 2,215 |
| Moseley Local Centre (ATF T4) | L00238 | Moseley | 786 | 0 | 0 | 0 | 0 | 0 | 786 |
| Moving Traffic Enforcement Sites | TBC | Citywide | 575 | 0 | 0 | 0 | 0 | 0 | 575 |
| Local Safety Schemes (Legacy) | Multi | Citywide | 545 | 0 | 0 | 0 | 0 | 0 | 545 |
| Parking Mgmt Msres - Selly Oak & Edg | LV0031 | Edgbaston and Weoley & Selly Oak | 200 | 0 | 0 | 0 | 0 | 0 | 200 |
| Signing Strategy (BCR Residual) | TBC | Citywide | 50 | 0 | 0 | 0 | 0 | 0 | 50 |
| Ward Minor Transport Measures (Legacy) | Multi | Citywide | 800 | 0 | 0 | 0 | 0 | 0 | 800 |
| 40mph speed limit review (CAZ011) | JA0012 | Citywide | 1,000 | 0 | 0 | 0 | 0 | 0 | 1,000 |
| Infrastructure & Programme Development | | | 3,832 | 4,589 | 4,339 | 4,004 | 4,704 | 4,704 | 26,172 |
| Active Travel Scheme Development for CRSTS 2 (CAZ027) | LV004G | Citywide | 775 | 879 | 900 | 229 | 229 | 229 | 3,241 |
| Birmingham Transport Plan Infrastructure | LV000V | Citywide | 400 | 500 | 729 | 300 | 300 | 300 | 2,529 |
| Capability and Ambition Fund | TBC | Citywide | 327 | 0 | 0 | 0 | 0 | 0 | 327 |
| Definitive Map Statement | LV000R | Citywide | 100 | 0 | 0 | 0 | 0 | 0 | 100 |
| Future Major & Public Transport Projects | LV009N | Citywide | 350 | 450 | 450 | 0 | 0 | 0 | 1,250 |
| HS2 Infrastructure Development | LV000U | Citywide | 200 | 200 | 200 | 0 | 0 | 0 | 600 |
| Network & Accessibility Development | LV008T | Citywide | 200 | 200 | 200 | 200 | 200 | 200 | 1,200 |
| Network Integrity Review | LV000U | Citywide | 150 | 150 | 150 | 0 | 0 | 0 | 450 |
| Planning Led Transport Development | LV000U | Citywide | 200 | 200 | 200 | 0 | 0 | 0 | 600 |
| Route To Zero Transport Programme | LV004F | Citywide | 350 | 350 | 350 | 250 | 250 | 250 | 1,800 |
| Traffic Modelling & Surveys | LV0005 | Citywide | 280 | 350 | 350 | 150 | 150 | 150 | 1,430 |
| Workplace Parking Levy Development (CAZ035) | TBC | Citywide | 500 | 500 | 0 | 0 | 0 | 0 | 1,000 |
| To be allocated (LNIP) Infrastructure Development | N/A | Citywide | 0 | 0 | 0 | 675 | 1,000 | 1,000 | 2,675 |
| To be allocated (LNIP) Active Travel | N/A | Citywide | 0 | 400 | 400 | 800 | 575 | 575 | 2,750 |
| To be allocated (LNIP) Corridor Schemes | N/A | Citywide | 0 | 410 | 410 | 1,400 | 2,000 | 2,000 | 6,220 |
| TOTAL | | | 66,193 | 73,542 | 105,988 | 34,954 | 19,154 | 8,541 | 308,372 |

2024/25

BASELINE

| BASELINE | | | LNIP FUNDING CAPITAL GRANT | CAPITAL GRANTS FROM CENTRAL GOV | REVENUE GRANTS FROM CENTRAL GOV | LEVELLING UP FUND | CONTRIBUTION 3RD PARTY | BUS LANE ENFORCEMENT SURPLUS REVENUE | CAZ SURPLUS REVENUE | S278 | S106 | CAPITAL GRANTS RESERVES | ENTERPRISE ZONE | PRIOR YEARS ITB/LNIP | TOTAL FORECAST |
|---|------------|---|----------------------------|---------------------------------|---------------------------------|-------------------|------------------------|--------------------------------------|---------------------|------------|--------------|-------------------------|-----------------|----------------------|----------------|
| Projects | Code | Ward | £000's | £000's | £000's | £000's | £000's | £000's | £000's | £000's | £000's | £000's | £000's | £000's | £000's |
| CENTRAL BIRMINGHAM SUB PROGRAMME | | | | | | | | | | | | | | | |
| Advisory contraflow cycle lanes (TfWM ATF T3) | LV00245 | Soho & Jewellery Quarter, Ladywood | 0 | 339 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 339 |
| BCR City Centre Connectivity (CAZ011) | J00032 | Ladywood, Soho & Jewellery Quarter, Newtown, Nechells, Bordesley & Highgate | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 |
| Birmingham City Centre Retail Core Public Realm (CAZ002) | LV003E | Ladywood, Soho & Jewellery Quarter, Newtown, Nechells, Bordesley & Highgate | 0 | 0 | 0 | 0 | 0 | 0 | 2,736 | 0 | 0 | 0 | 0 | 0 | 2,736 |
| Bradford Street Cycling Scheme (ATF T3) | TBC | Bordesley & Highgate | 0 | 2,200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,200 |
| Colmore Row Pedestrianisation | LV004E | Ladywood | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 | 112 |
| City Centre Cells (ATF4) (CAZ013 & CAZ032) | L00227 | Ladywood, Nechells, Newtown, Soho & JQ and Bordesley & Highgate | 0 | 0 | 0 | 0 | 0 | 0 | 2,750 | 0 | 0 | 0 | 0 | 0 | 2,750 |
| City Centre Active Travel Connections to Interchange Phase 1 (CRSTS) (CAZ003) | LV003E | Ladywood, Soho & Jewellery Quarter, Newtown, Nechells, Bordesley & Highgate | 0 | 2,822 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,822 |
| City Centre Active Travel Connections Phase 2 (CRSTS) | L00006 | Ladywood, Soho & Jewellery Quarter, Newtown, Nechells, Bordesley & Highgate | 0 | 700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 700 |
| City Centre Interconnect Wayfinding Totems (CAZ021) | TBC | Ladywood, Nechells, Newtown, Soho & JQ and Bordesley & Highgate | 0 | 0 | 0 | 0 | 0 | 0 | 300 | 0 | 0 | 0 | 0 | 0 | 300 |
| Cross City Bus Package 1 (City Centre) | LV005B | Ladywood, Soho & Jewellery Quarter, Newtown, Nechells, Bordesley & Highgate | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Cross City Bus Package 1 (City Centre Phase 2) | L00248 | Ladywood, Soho & Jewellery Quarter, Newtown, Nechells, Bordesley & Highgate | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Digbeth Active Travel and Streets Programme | TBC | Bordesley & Highgate | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 150 | 0 | 0 | 0 | 250 |
| Emergency Spill Out Measures Consolidation (CAZ023) | JV000DU | Ladywood, Soho & Jewellery Quarter | 0 | 112 | 0 | 0 | 0 | 0 | 171 | 0 | 0 | 0 | 0 | 0 | 283 |
| Great Charles Street Active Travel Improvements (CAZ020) | NEW | Soho & Jewellery Quarter, Ladywood | 0 | 0 | 0 | 0 | 0 | 0 | 500 | 0 | 0 | 0 | 0 | 0 | 500 |
| High Speed 2 Road Safety Fund and Transforming Vauxhall (CAZ031) | LV007U | Citywide | 0 | 2,600 | 0 | 0 | 0 | 0 | 250 | 0 | 0 | 0 | 0 | 0 | 2,850 |
| HS2 Readiness: One Station & Smallbrook Queensway (CRSTS) | L00012 | Ladywood | 0 | 1,500 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 1,550 |
| Metro Extension Mitigation & Broad St Decluttering | L00103 | Ladywood | 0 | 0 | 0 | 0 | 0 | 400 | 0 | 0 | 0 | 0 | 0 | 480 | 880 |
| Navigation St/Swallow St S278 | LV002M | Ladywood | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 50 |
| Paradise Public Transport Improvement Phase 1 | LV008A | Ladywood and Bordesley & Highgate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 50 |
| Paradise PTI (U-Turn) future phases | LV003Q | Ladywood and Bordesley & Highgate | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 |
| Snow Hill Growth Strategy (CRSTS) | LV004C | Ladywood, Soho & Jewellery Quarter | 0 | 1,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,000 |
| Snow Hill Accessibility and Connectivity Improvements - Phase 3a Newhall Street Traffic Management (CAZ022) | LV002Q-5 | Ladywood, Soho & Jewellery Quarter | 0 | 0 | 0 | 0 | 0 | 0 | 520 | 0 | 0 | 0 | 0 | 0 | 520 |
| Snow Hill Accessibility and Connectivity Improvements - Project 2.3 Steelhouse Sq (CAZ022) | LV002Q-4 | Ladywood, Soho & Jewellery Quarter | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 0 | 0 | 0 | 0 | 90 |
| Southside Public Realm Improvements (CAZ019) | LV001K-003 | Ladywood and Bordesley & Highgate | 0 | 0 | 0 | 0 | 0 | 0 | 360 | 0 | 0 | 0 | 0 | 0 | 360 |
| Sprint Bham-Airpt (City Centre) Phase 2 | L00247 | Ladywood, Newtown, Nechells | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| West Side Metro Contribution - WMCA (CAZ033) | NEW | Ladywood | 0 | 0 | 0 | 0 | 0 | 0 | 1,000 | 0 | 0 | 0 | 0 | 0 | 1,000 |
| CENTRAL BIRMINGHAM SUB PROGRAMME TOTAL | | | 0 | 11,273 | 0 | 0 | 119 | 400 | 8,877 | 50 | 200 | 0 | 0 | 642 | 21,561 |
| CORRIDORS PROGRAMME | | | | | | | | | | | | | | | |
| A34 North Managing Demand Development (CAZ034) | NEW | Perry Barr | 0 | 0 | 0 | 0 | 0 | 0 | 250 | 0 | 0 | 0 | 0 | 0 | 250 |
| A38 Selly Oak to Longbridge Cycle Route (CRSTS) (CAZ026) | L00005 | Wards along corridor | 0 | 1,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,000 |
| A45 Coventry Road Cycle Route (CRSTS) | L00121 | Wards along A45 Corridor | 0 | 2,800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,800 |
| Battery Way Extension - Tyseley (Post Completion Fund) | LV006D | Tyseley & Hay Mills | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| BLE Delivery Sprint, MMA, & Cross City | LV008A | Citywide | 0 | 0 | 0 | 0 | 1,300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,300 |
| Bristol Road Enhancement Scheme (ATF 3) (CAZ024) | LV003C | Bournbrook & Selly Park, Weoley & Selly Oak | 450 | 620 | 0 | 0 | 0 | 0 | 200 | 0 | 555 | 0 | 0 | 1,200 | 3,025 |
| Bus Lane Enforcement Delivery Tranche 2 | LV003V | Citywide | 0 | 0 | 0 | 0 | 0 | 1,000 | 0 | 0 | 0 | 0 | 0 | 0 | 1,000 |
| Chester Rd Improvements (Post Completion Fund) | LV005W | Castle Vale & Pype Hayes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 136 | 136 |
| Cross City Bus Package 2 (Longbridge - Hamstead) | L00100 | Wards along corridor | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Cross City Bus Package 3 (Druids Heath - Dudley) | LV005C | Wards along A457 and A435 corridors | 0 | 0 | 0 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| Cross City Bus Package 4 (Longbridge - Castle Vale) | LV009T | Wards along corridor | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Cross City Bus Package 5 (Bartley Green - Chelmsley Wood) | L00101 | Wards along corridor | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Cross City Bus Package 6 (West Brom - Chelmsley Wood) | L00102 | Wards along corridor | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| East Birmingham to Solihull Corridor (CRSTS) | L00132 | East Birmingham Wards | 0 | 293 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 293 |
| Dudley Road (A457) (CAZ025) | LV001Q | Ladywood, North Edgbaston | 0 | 0 | 0 | 4,332 | 0 | 1,323 | 1,001 | 0 | 0 | 427 | 0 | 0 | 7,083 |
| Future Public Transport Projects | LV0033 | Citywide | 0 | 0 | 0 | 0 | 200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 200 |
| Hagley Road Multi-Modal Study | LV009R | Wards along corridor | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| Iron Lane (Post Completion Fund) | LV001M | Glebe Farm & Tile Cross | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| King Edwards School Crossing | LV006Q | Edgbaston | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 | 0 | 0 | 0 | 0 | 150 |
| LED Lighting Upgrades to Active Travel Corridors within HMPE (CAZ030) | NEW | Citywide | 0 | 0 | 0 | 0 | 0 | 0 | 2,000 | 0 | 0 | 0 | 0 | 0 | 2,000 |
| Metro Extension Schemes | LV001L | Citywide | 0 | 0 | 0 | 0 | 200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 200 |
| Peddimore S278 | LV001T | Minworth | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 0 | 0 | 0 | 0 | 75 |
| Selly Oak New Road Phase 1b (Post Completion Fund) | LV001R | Weoley & Selly Oak, Bournville & Cotteridge | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| Sprint Bham-Airpt (A45) Phase 2 | L00120 | Wards along A45 corridor | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 200 | 0 | 0 | 0 | 0 | 207 |
| Sprint Hagley Rd - Phase 1A | LV001Z | North Edgbaston, Ladywood & Edgbaston | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Sprint Walsall to Birm (A34) Phase 2 | L00119 | Wards along A34 corridor | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 200 | 0 | 0 | 0 | 0 | 205 |
| Sutton Gateway (CRSTS) | L00013 | Sutton Trinity | 0 | 2,200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,200 |
| Water Orton Lane S106 | L00128 | Sutton Walmley & Minworth | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 500 | 0 | 0 | 0 | 500 |
| CORRIDORS PROGRAMME TOTAL | | | 530 | 6,913 | 0 | 4,332 | 1,813 | 2,423 | 3,451 | 626 | 1,055 | 427 | 0 | 1,336 | 22,906 |
| NEIGHBOURHOODS SUB PROGRAMME | | | | | | | | | | | | | | | |
| Active Travel Fund Tranche 2 Programme (CAZ015) | LV005F | Citywide | 0 | 1,148 | 0 | 0 | 0 | 0 | 1,691 | 0 | 0 | 0 | 0 | 2 | 2,841 |
| Active Travel Improvements at Junctions (CAZ028) | TBC | Citywide | 0 | 0 | 0 | 0 | 0 | 0 | 300 | 0 | 0 | 0 | 0 | 0 | 300 |
| Air Quality Monitoring In Schools (CAZ011) | TBC | Citywide | 0 | 0 | 0 | 0 | 0 | 0 | 950 | 0 | 0 | 0 | 0 | 0 | 950 |
| Average Speed Cameras | L00104 | Citywide | 200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 200 |
| Birmingham Bike Hangars Trial (ATF T4) | L00230 | Citywide | 0 | 189 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 189 |
| Birmingham Cycle Revolution Phase 2 | LV001P | Citywide | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 234 | 234 |
| Birmingham Cycle Revolution Phase 3 | LV001W | Citywide | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,737 | 1,737 | |
| Bikeability Programme | TBC | Citywide | 0 | 0 | 822 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 822 |
| Big Birmingham Bikes (CAZ011) | J00033 | Citywide | 0 | 0 | 0 | 0 | 0 | 0 | 1,000 | 0 | 0 | 0 | 0 | 0 | 1,000 |

| | | | | | | | | | | | | | | | | |
|--|--------|---|--------------|---------------|--------------|--------------|--------------|--------------|---------------|------------|--------------|------------|----------|----------|--------------|---------------|
| Bournville LTN | L00105 | Bournville & Cotteridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 | 150 |
| Car Clubs | L00086 | Citywide | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 68 |
| Car-Free School Streets (CAZ011) | J00034 | Citywide | 0 | 0 | 0 | 0 | 0 | 0 | 1,000 | 0 | 0 | 0 | 0 | 0 | 0 | 1,000 |
| Cycle Parking | LV006H | Citywide | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 65 |
| Erdington Parking Control Dev | L00047 | Erdington | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 67 |
| Vision Zero Capacity Fund | LV0061 | Citywide | 900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 900 |
| Environment & Transport Neighbourhood Ward Fund (Replaces WMTM) (CAZ029) | TBC | Citywide | 1,200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,200 |
| Kings Heath & Moseley Places for People (ATF T3) (CAZ014) | L00228 | Brandwood & Kings Heath, Moseley, Billesley | 0 | 262 | 0 | 0 | 0 | 0 | 942 | 0 | 0 | 0 | 0 | 0 | 1,011 | 2,215 |
| Moseley Local Centre (ATF T4) | TBC | Moseley | 0 | 786 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 786 |
| Moving Traffic Enforcement Trial Sites | L00219 | Citywide | 575 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 575 |
| Local Safety Schemes (Legacy) | Multi | Citywide | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 545 | 545 |
| Parking Mgmt Msres - Selly Oak & Edgbaston | LV0031 | Edgbaston and Weoley & Selly Oak | 200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 200 |
| Signing Strategy (BCR Residual) | TBC | Citywide | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 50 |
| Ward Minor Transport Measures (WMTM) (Legacy) | Multi | Citywide | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 800 | 800 |
| 40mph Speed Limit Review (CAZ011) | TBC | Citywide | 0 | 0 | 0 | 0 | 0 | 0 | 1,000 | 0 | 0 | 0 | 0 | 0 | 0 | 1,000 |
| NEIGHBOURHOODS SUB PROGRAMME TOTAL | | | 3,119 | 2,385 | 822 | 0 | 0 | 0 | 6,883 | 0 | 0 | 0 | 0 | 0 | 4,685 | 17,894 |
| INFRASTRUCTURE & PROGRAMME DEVELOPMENT SUB PROGRAMME | | | | | | | | | | | | | | | | |
| Active Travel Scheme Development for CRSTS 2 (CAZ027) | LV004G | Citywide | 375 | 0 | 0 | 0 | 0 | 0 | 400 | 0 | 0 | 0 | 0 | 0 | 0 | 775 |
| Birmingham Transport Plan Infrastructure | LV000V | Citywide | 400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 400 |
| Capability & Ambition Fund | TBC | Citywide | 0 | 0 | 327 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 327 |
| Definitive Map Statement | LV000R | Citywide | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| Future Major & Public Transport Projects | LV009N | Citywide | 350 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 350 |
| HS2 Infrastructure Development | LV000U | Citywide | 200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 200 |
| Network & Accessibility Development | LV008T | Citywide | 200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 200 |
| Network Integrity Review | LV000U | Citywide | 150 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 |
| Planning Led Transport Development | LV000U | Citywide | 200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 200 |
| Route To Zero Transport Programme | LV004F | Citywide | 350 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 350 |
| Traffic Modelling & Surveys | LV0005 | Citywide | 280 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 280 |
| Workplace Parking Levy Development (CAZ035) | TBC | Citywide | 0 | 0 | 0 | 0 | 0 | 0 | 500 | 0 | 0 | 0 | 0 | 0 | 0 | 500 |
| INFRASTRUCTURE & PROGRAMME DEVELOPMENT SUB PROGRAMME TOTAL | | | 2,605 | 0 | 327 | 0 | 0 | 0 | 900 | 0 | 0 | 0 | 0 | 0 | 0 | 3,832 |
| TOTAL | | | 6,254 | 20,571 | 1,149 | 4,332 | 1,932 | 2,823 | 20,111 | 676 | 1,255 | 427 | 0 | 0 | 6,663 | 66,193 |

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| BASELINE | | | LNIP FUNDING CAPITAL GRANT | CAPITAL GRANTS FROM CENTRAL GOV | REVENUE GRANTS FROM CENTRAL GOV | CONTRIBUTION 3RD PARTY | BUS LANE ENFORCEMENT SURPLUS REVENUE | CAZ SURPLUS REVENUE | S278 | S106 | ENTERPRISE ZONE | TOTAL FORECAST |
|--|------------|---|----------------------------|---------------------------------|---------------------------------|------------------------|--------------------------------------|---------------------|------------|------------|-----------------|----------------|
| Projects | Code | Ward | £000's | £000's | £000's | £000's | £000's | £000's | £000's | £000's | £000's | £000's |
| CENTRAL BIRMINGHAM SUB PROGRAMME | | | | | | | | | | | | |
| BCR City Centre Connectivity (CAZ011) | J00032 | Ladywood, Soho & Jewellery Quarter, Newtown, Nechells | 0 | 0 | 0 | 0 | 0 | 900 | 0 | 0 | 0 | 900 |
| City Centre Active Travel Connections to Interchange Phase 1 (CRSTS) (CAZ003) | LV003E | Ladywood, Soho & Jewellery Quarter, Newtown, Nechells, Bordesley & Highgate | 0 | 4,824 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4,824 |
| City Centre Active Travel Connections Phase 2 (CRSTS) | L00006 | Ladywood, Soho & Jewellery Quarter, Newtown, Nechells, Bordesley & Highgate | 0 | 1,500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,500 |
| City Centre Interconnect Wayfinding Totems (CAZ021) | TBC | Ladywood, Nechells, Newtown, Soho & JQ and Bordesley & Highgate | 0 | 0 | 0 | 0 | 0 | 300 | 0 | 0 | 0 | 300 |
| Digbeth Active Travel and Streets Programme | TBC | Ladywood | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 5,000 | 5,100 |
| Cross City Bus Package 1 (City Centre Phase 2) | L00248 | All Wards in City Centre | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 8 |
| Great Charles Street Active Travel Improvements (CAZ020) | TBC | Soho & Jewellery Quarter, Ladywood | 0 | 0 | 0 | 0 | 0 | 1,500 | 0 | 0 | 0 | 1,500 |
| HS2 Readiness: One Station & Smallbrook Queensway (CRSTS) | L00012 | Ladywood | 0 | 2,500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,500 |
| Paradise PTI (U-turn) future phases | LV003Q | Ladywood and Bordesley & Highgate | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 50 |
| Snow Hill Growth Strategy (CRSTS) | LV004C | Ladywood, Soho & Jewellery Quarter | 0 | 2,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,000 |
| Snow Hill Accessibility and Connectivity Improvements - Project 2.3 Steelhouse Sq (CAZ022) | LV002Q-4 | Ladywood, Soho & Jewellery Quarter | 0 | 0 | 0 | 400 | 0 | 891 | 0 | 378 | 0 | 1,669 |
| Southside Public Realm Improvements (CAZ019) | LV001K-003 | Ladywood and Bordesley & Highgate | 0 | 0 | 0 | 0 | 0 | 4,418 | 0 | 0 | 0 | 4,418 |
| Sprint Bham-Airpt (City Centre) Phase 2 | L00247 | Ladywood, Newtown, Nechells | 0 | 0 | 0 | 8 | 0 | 0 | 300 | 0 | 0 | 308 |
| West Side Metro Contribution - WMCA (CAZ039) | NEW | Ladywood | 0 | 0 | 0 | 0 | 0 | 500 | 0 | 0 | 0 | 500 |
| CENTRAL BIRMINGHAM SUB PROGRAMME TOTAL | | | 0 | 10,824 | 0 | 516 | 0 | 8,559 | 300 | 378 | 5,000 | 25,577 |
| CORRIDORS SUB PROGRAMME | | | | | | | | | | | | |
| A38 Selly Oak to Longbridge Cycle Route (CRSTS) (CAZ026) | L00005 | Wards along corridor | 0 | 6,750 | 0 | 0 | 2,000 | 2,000 | 0 | 0 | 0 | 10,750 |
| A45 Coventry Road Cycle Route (CRSTS) | L00121 | Wards along A45 Corridor | 0 | 5,750 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5,750 |
| Bristol Road Enhancement Scheme (ATF 3) (CAZ024) | LV003C | Bournbrook & Selly Park, Weoley & Selly Oak | 250 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 250 |
| Cross City Bus Package 2 (Longbridge - Hamstead) | L00100 | Wards along corridor | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| Cross City Bus Package 6 (West Brom - Chelmsley Wood) | L00102 | Wards along corridor | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| Cross City Bus Programme (BCC Contribution) (CAZ007) | NEW | Citywide | 0 | 0 | 0 | 0 | 0 | 4,225 | 0 | 0 | 0 | 4,225 |
| Dudley Road (A457) (CAZ025) | LV001Q | Ladywood, North Edgbaston | 0 | 0 | 0 | 0 | 1,700 | 300 | 0 | 0 | 0 | 2,000 |
| East Birmingham to Solihull Corridor (CRSTS) | L00132 | East Birmingham Wards | 0 | 1,400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,400 |
| LED Lighting Upgrades to Active Travel Corridors within HMPE (CAZ030) | NEW | Citywide | 0 | 0 | 0 | 0 | 0 | 3,500 | 0 | 0 | 0 | 3,500 |
| Metro Extension Schemes | LV001L | Citywide | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 |
| Sprint Bham-Airpt (A45) Phase 2 | L00120 | Wards along A45 corridor | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 |
| Sprint Walsall to Birm (A34) Phase 2 | L00119 | Wards along A34 corridor | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 0 | 0 | 80 |
| Sutton Gateway (CRSTS) | L00013 | Sutton Trinity | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 |
| Water Orton Lane | L00128 | Sutton Walmley & Minworth | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 400 | 0 | 400 |
| CORRIDORS SUB PROGRAMME TOTAL | | | 250 | 23,900 | 0 | 106 | 3,700 | 10,025 | 180 | 400 | 0 | 38,561 |
| NEIGHBOURHOODS SUB PROGRAMME | | | | | | | | | | | | |
| Active Travel Fund Tranche 2 Programme (CAZ014) | LV005F | Citywide | 0 | 30 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 50 |
| Active Travel Improvements at Junctions (CAZ028) | TBC | Citywide | 0 | 0 | 0 | 0 | 0 | 1,000 | 0 | 0 | 0 | 1,000 |
| Air Quality Monitoring In Schools (CAZ011) | TBC | Citywide | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 50 |
| Average Speed Cameras | L00104 | Citywide | 200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 200 |
| Bikeability Programme | TBC | Citywide | 0 | 0 | 600 | 0 | 0 | 0 | 0 | 0 | 0 | 600 |
| Cycle Parking | LV006H | Citywide | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| Vision Zero Capacity Fund | LV0061 | Citywide | 900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 900 |
| Environment & Transport Neighbourhood Ward Fund (Replaces WMTM) (CAZ029) | LV0039 | Citywide | 1,200 | 0 | 0 | 0 | 0 | 800 | 0 | 0 | 0 | 2,000 |
| NEIGHBOURHOODS SUB PROGRAMME TOTAL | | | 2,315 | 30 | 600 | 0 | 0 | 1,870 | 0 | 0 | 0 | 4,815 |
| INFRASTRUCTURE & PROGRAMME DEVELOPMENT SUB PROGRAMME | | | | | | | | | | | | |
| Active Travel Scheme Development for CRSTS 2 (CAZ027) | LV004G | Citywide | 479 | 0 | 0 | 0 | 0 | 400 | 0 | 0 | 0 | 879 |
| Birmingham Transport Plan Infrastructure | LV000V | Citywide | 500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 500 |
| Future Major & Public Transport Projects | LV009N | Citywide | 450 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 450 |
| HS2 Infrastructure Development | LV000U | Citywide | 200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 200 |
| Network Integrity Review | LV000U | Citywide | 150 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 |
| Network & Accessibility Development | LV008T | Citywide | 200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 200 |
| Planning Led Transport Development | LV000U | Citywide | 200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 200 |
| Route To Zero Transport Programme | LV004F | Citywide | 350 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 350 |
| Traffic Modelling & Surveys | LV0005 | Citywide | 350 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 350 |
| Workplace Parking Levy Development (CAZ024) | TBC | Citywide | 0 | 0 | 0 | 0 | 0 | 500 | 0 | 0 | 0 | 500 |
| To be allocated (LNIP) Active Travel | N/A | Citywide | 400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 400 |
| To be allocated (LNIP) Corridor Schemes | N/A | Citywide | 410 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 410 |
| INFRASTRUCTURE & PROGRAMME DEVELOPMENT SUB PROGRAMME TOTAL | | | 3,689 | 0 | 0 | 0 | 0 | 900 | 0 | 0 | 0 | 4,589 |
| TOTAL | | | 6,254 | 34,754 | 600 | 622 | 3,700 | 21,354 | 480 | 778 | 5,000 | 73,542 |

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BASELINE

| | | | LNIP FUNDING CAPITAL GRANT | CAPITAL GRANTS FROM CENTRAL GOV | CONTRIBUTION 3RD PARTY | BUS LANE ENFORCEMENT SURPLUS REVENUE | CAZ SURPLUS REVENUE | ENTERPRISE ZONE | TOTAL FORECAST |
|--|------------|---|----------------------------|---------------------------------|------------------------|--------------------------------------|---------------------|-----------------|----------------|
| Projects | Code | Ward | £000's | £000's | £000's | £000's | £000's | £000's | £000's |
| CENTRAL BIRMINGHAM SUB PROGRAMME | | | | | | | | | |
| City Centre Active Travel Connctions to Interchange Phase 1 (CRSTS) (CAZ003) | LV003E | Ladywood, Soho & Jewellery Quarter, Newtown, Nechells, Bordesley & Highgate | 0 | 5,326 | 0 | 0 | 0 | 0 | 5,326 |
| City Centre Active Travel Connections Phase 2 (CRSTS) | L00006 | Ladywood, Soho & Jewellery Quarter, Newtown, Nechells, Bordesley & Highgate | 0 | 1,000 | 0 | 0 | 0 | 4,000 | 5,000 |
| Digbeth Active Travel and Streets Programme | TBC | Ladywood | 0 | 0 | 10,000 | 0 | 0 | 15,000 | 25,000 |
| HS2: One Station & Smallbrook Queensway (CRSTS) | L00012 | Ladywood | 0 | 9,900 | 0 | 0 | 0 | 15,000 | 24,900 |
| Paradise PTI (U-turn) future phases | LV003Q | Ladywood and Bordesley & Highgate | 0 | 0 | 0 | 0 | 50 | 0 | 50 |
| Snow Hill Growth Strategy (CRSTS) | LV004C | Ladywood, Soho & Jewellery Quarter | 0 | 2,000 | 0 | 0 | 0 | 0 | 2,000 |
| Snow Hill Accessibility and Connectivity Improvements - Project 2.3 Steelhouse Sq (CAZ022) | LV002Q-4 | Ladywood, Soho & Jewellery Quarter | 0 | 0 | 0 | 0 | 671 | 0 | 671 |
| Southside Public Realm Improvements (CAZ019) | LV001K-003 | Ladywood and Bordesley & Highgate | 0 | 0 | 365 | 0 | 1,722 | 0 | 2,087 |
| CENTRAL BIRMINGHAM SUB PROGRAMME TOTAL | | | 0 | 18,226 | 10,365 | 0 | 2,443 | 34,000 | 65,034 |
| CORRIDORS SUB PROGRAMME | | | | | | | | | |
| A38 Selly Oak to Longbridge Cycle Route (CRSTS) (CAZ026) | L00005 | Wards along corridor | 0 | 6,750 | 0 | 2,000 | 2,000 | 0 | 10,750 |
| A45 Coventry Road Cycle Route (CRSTS) | L00121 | Wards along A45 Corridor | 0 | 5,750 | 0 | 0 | 0 | 0 | 5,750 |
| East Birmingham to Solihull Corridor (CRSTS) | L00132 | East Birmingham Wards | 0 | 3,100 | 0 | 0 | 0 | 0 | 3,100 |
| Metro Extension Schemes | LV001L | Citywide | 0 | 0 | 100 | 0 | 0 | 0 | 100 |
| Sutton Gateway (CRSTS) | L00013 | Sutton Trinity | 0 | 12,800 | 0 | 0 | 0 | 0 | 12,800 |
| CORRIDORS SUB PROGRAMME TOTAL | | | 0 | 28,400 | 100 | 2,000 | 2,000 | 0 | 32,500 |
| NEIGHBOURHOODS SUB PROGRAMME | | | | | | | | | |
| Active Travel Improvements at Junctions (CAZ028) | TBC | Citywide | 0 | 0 | 0 | 0 | 1,000 | 0 | 1,000 |
| Average Speed Cameras | L00104 | Citywide | 200 | 0 | 0 | 0 | 0 | 0 | 200 |
| Cycle Parking | LV006H | Citywide | 15 | 0 | 0 | 0 | 0 | 0 | 15 |
| Vision Zero Capacity Fund | LV0061 | Citywide | 900 | 0 | 0 | 0 | 0 | 0 | 900 |
| Environment & Transport Neighbourhood Ward Fund (Replaces WMTM) (CAZ029) | LV0039 | Citywide | 1,200 | 0 | 0 | 0 | 800 | 0 | 2,000 |
| NEIGHBOURHOODS SUB PROGRAMME TOTAL | | | 2,315 | 0 | 0 | 0 | 1,800 | 0 | 4,115 |
| INFRASTRUCTURE & PROGRAMME DEVELOPMENT SUB PROGRAMME | | | | | | | | | |
| Active Travel Scheme Development for CRSTS 2 (CAZ027) | LV004G | Citywide | 500 | 0 | 0 | 0 | 400 | 0 | 900 |
| Birmingham Transport Plan Infrastructure | LV000V | Citywide | 729 | 0 | 0 | 0 | 0 | 0 | 729 |
| Future Major & Public Transport Projects | LV009N | Citywide | 450 | 0 | 0 | 0 | 0 | 0 | 450 |
| HS2 Infrastructure Development | LV000U | Citywide | 200 | 0 | 0 | 0 | 0 | 0 | 200 |
| Network & Accessibility Development | LV008T | Citywide | 200 | 0 | 0 | 0 | 0 | 0 | 200 |
| Network Integrity Review | LV000U | Citywide | 150 | 0 | 0 | 0 | 0 | 0 | 150 |
| Planning Led Transport Development | LV000U | Citywide | 200 | 0 | 0 | 0 | 0 | 0 | 200 |
| Route To Zero Transport Programme | LV004F | Citywide | 350 | 0 | 0 | 0 | 0 | 0 | 350 |
| Traffic Modelling & Surveys | LV0005 | Citywide | 350 | 0 | 0 | 0 | 0 | 0 | 350 |
| To be allocated (LNIP) Active Travel | N/A | Citywide | 400 | 0 | 0 | 0 | 0 | 0 | 400 |
| To be allocated (LNIP) Corridor Schemes | N/A | Citywide | 410 | 0 | 0 | 0 | 0 | 0 | 410 |
| INFRASTRUCTURE & PROGRAMME DEVELOPMENT SUB PROGRAMME | | | 3,939 | 0 | 0 | 0 | 400 | 0 | 4,339 |
| TOTAL | | | 6,254 | 46,626 | 10,465 | 2,000 | 6,643 | 34,000 | 105,988 |

2027/28

| BASELINE | | | LNIP FUNDING CAPITAL GRANT | CAZ SURPLUS | ENTERPRISE ZONE | CONTRIBUTION 3RD PARTY | TOTAL FORECAST |
|---|--------|---|-------------------------------|--------------|--------------------|---------------------------|----------------|
| Sub projects | Code | Ward | £000's | £000's | £000's | £000's | £000's |
| CENTRAL BIRMINGHAM SUB PROGRAMME | | | | | | | |
| City Centre Active Travel Connections to Interchange Phase 1 (CRSTS) (CAZ003) | LV003E | Ladywood, Soho & Jewellery Quarter, Newtown, Nechells, Bordesley & Highgate | 0 | 2,800 | 0 | 0 | 2,800 |
| Digbeth Active Travel and Streets Programme | TBC | Ladywood | 0 | 0 | 10,000 | 0 | 10,000 |
| HS2: One Station & Smallbrook Queensway (CRSTS) | L00012 | Ladywood | 0 | 0 | 15,000 | 0 | 15,000 |
| TOTAL | | | 0 | 2,800 | 25,000 | 0 | 27,800 |
| NEIGHBOURHOODS SUB PROGRAMME | | | | | | | |
| Average Speed Cameras | TBC | Citywide | 200 | 0 | 0 | 0 | 200 |
| Future Public Transport Projects | LV0033 | Citywide | 0 | 0 | 0 | 100 | 100 |
| Vision Zero Capacity Fund | LV0061 | Citywide | 850 | 0 | 0 | 0 | 850 |
| Environment & Transport Neighbourhood Ward Fund (Replaces WMTM) (CAZ029) | Multi | Citywide | 1,200 | 800 | 0 | 0 | 2,000 |
| TOTAL | | | 2,250 | 800 | 0 | 100 | 3,150 |
| INFRASTRUCTURE & PROGRAMME DEVELOPMENT SUB PROGRAMME | | | | | | | |
| Active Travel Scheme Development for CRSTS 2 (CAZ027) | LV004G | Citywide | 229 | 0 | 0 | 0 | 229 |
| Birmingham Transport Plan Infrastructure | LV000V | Citywide | 300 | 0 | 0 | 0 | 300 |
| Network & Accessibility Development | LV008T | Citywide | 200 | 0 | 0 | 0 | 200 |
| Route To Zero Transport Programme | LV004F | Citywide | 250 | 0 | 0 | 0 | 250 |
| Traffic Modelling & Surveys | LV0005 | Citywide | 150 | 0 | 0 | 0 | 150 |
| To be allocated (LNIP) Active Travel | N/A | Citywide | 800 | 0 | 0 | 0 | 800 |
| To be allocated (LNIP) Corridor Schemes | N/A | Citywide | 1,400 | 0 | 0 | 0 | 1,400 |
| To be allocated (LNIP) Infrastructure Development | N/A | Citywide | 675 | 0 | 0 | 0 | 675 |
| TOTAL | | | 4,004 | 0 | 0 | 0 | 4,004 |
| TOTAL | | | 6,254 | 3,600 | 25,000 | 100 | 34,954 |

2028/29

| BASELINE | | | LNIP FUNDING CAPITAL GRANT | CAZ SURPLUS | ENTERPRISE ZONE | CONTRIBUTION 3RD PARTY | TOTAL FORECAST |
|---|--------|---|-------------------------------|--------------|--------------------|---------------------------|----------------|
| Sub projects | Code | Ward | £000's | £000's | | £000's | £000's |
| CENTRAL BIRMINGHAM SUB PROGRAMME | | | | | | | |
| City Centre Active Travel Connections to Interchange Phase 1 (CAZ003) | LV003E | Ladywood, Soho & Jewellery Quarter, Newtown, Nechells, Bordesley & Highgate | 0 | 2,800 | 0 | 0 | 2,800 |
| Digbeth Active Travel and Streets Programme | TBC | Ladywood | 0 | 0 | 5,000 | 0 | 5,000 |
| HS2: One Station & Smallbrook Queensway (CRSTS) | L00012 | Ladywood | 0 | 0 | 5,000 | 0 | 5,000 |
| TOTAL | | | 0 | 2,800 | 10,000 | 0 | 12,800 |
| NEIGHBOURHOODS SUB PROGRAMME | | | | | | | |
| Average Speed Cameras | TBC | Citywide | 200 | 0 | 0 | 0 | 200 |
| Future Public Transport Projects | LV0033 | Citywide | 0 | 0 | 0 | 100 | 100 |
| Vision Zero Capacity Fund | LV0061 | Citywide | 850 | 0 | 0 | 0 | 850 |
| Environment & Transport Neighbourhood Ward Fund | Multi | Citywide | 500 | 0 | 0 | 0 | 500 |
| TOTAL | | | 1,550 | 0 | 0 | 100 | 1,650 |
| INFRASTRUCTURE & PROGRAMME DEVELOPMENT SUB PROGRAMME | | | | | | | |
| Active Travel Scheme Development for CRSTS 2 (CAZ027) | LV004G | Citywide | 229 | 0 | 0 | 0 | 229 |
| Birmingham Transport Plan Infrastructure | LV000V | Citywide | 300 | 0 | 0 | 0 | 300 |
| Network & Accessibility Development | LV008T | Citywide | 200 | 0 | 0 | 0 | 200 |
| Route To Zero Transport Programme | LV004F | Citywide | 250 | 0 | 0 | 0 | 250 |
| Traffic Modelling & Surveys | LV0005 | Citywide | 150 | 0 | 0 | 0 | 150 |
| To be allocated (LNIP) Active Travel | N/A | Citywide | 1,000 | 0 | 0 | 0 | 1,000 |
| To be allocated (LNIP) Corridor Schemes | N/A | Citywide | 2,000 | 0 | 0 | 0 | 2,000 |
| To be allocated (LNIP) Infrastructure Development | N/A | Citywide | 575 | 0 | 0 | 0 | 575 |
| TOTAL | | | 4,704 | 0 | 0 | 0 | 4,704 |
| TOTAL | | | 6,254 | 2,800 | 10,000 | 100 | 19,154 |

2029/30

| BASELINE | | | LNIP FUNDING CAPTIAL GRANT | CAZ SURPLUS | CONTRIBUTION 3RD PARTY | TOTAL FORECAST |
|---|--------|--|-------------------------------|-------------|---------------------------|----------------|
| Sub projects | Code | Ward | £000's | £000's | £000's | £000's |
| CENTRAL BIRMINGHAM SUB PROGRAMME | | | | | | |
| City Centre Acrive Travel Connections to Interchange Phase 1 (CAZ003) | LV003E | Ladywood, Soho & Jewellery Quarter, Newtown, Nechells, Bordesley & Highgate | 0 | 2187 | 0 | 2187 |
| TOTAL | | | 0 | 2187 | 0 | 2187 |
| NEIGHBOURHOODS SUB PROGRAMME | | | | | | |
| Average Speed Cameras | TBC | Citywide | 200 | 0 | 0 | 200 |
| Future Public Transport Projects | LV0033 | Citywide | 0 | 0 | 100 | 100 |
| Vision Zero Capacity Fund | LV0061 | Citywide | 850 | 0 | 0 | 850 |
| Environment & Transport Neighbourhood Ward Fund | Multi | Citywide | 500 | 0 | 0 | 500 |
| TOTAL | | | 1550 | 0 | 100 | 1650 |
| INFRASTRUCTURE & PROGRAMME DEVELOPMENT SUB PROGRAMME | | | | | | |
| Active Travel Scheme Development | LV004G | Citywide | 229 | 0 | 0 | 229 |
| Birmingham Transport Plan Infrastructure | LV000V | Citywide | 300 | 0 | 0 | 300 |
| Network & Accessibility Development | LV008T | Citywide | 200 | 0 | 0 | 200 |
| Route To Zero Transport Programme | LV004F | Citywide | 250 | 0 | 0 | 250 |
| Traffic Modelling & Surveys | LV0005 | Citywide | 150 | 0 | 0 | 150 |
| To be allocated (LNIP) Active Travel | N/A | Citywide | 1,000 | 0 | 0 | 1,000 |
| To be allocated (LNIP) Corridor Schemes | N/A | Citywide | 2,000 | 0 | 0 | 2,000 |
| To be allocated (LNIP) Infrastructure Development | N/A | Citywide | 575 | 0 | 0 | 575 |
| TOTAL | | | 4704 | 0 | 0 | 4704 |
| TOTAL | | | 6254 | 2187 | 100 | 8541 |

| SUMMARY: INCOME, OPERATING COSTS AND ALLOCATIONS (AS AT MARCH 2024) | Actual | Actual | Estimated | Est. Bal to Programme End | Total |
|---|----------|----------|-----------|---------------------------|-----------|
| | 2021/22 | 2022/23 | 2023/24 | | |
| | £000 | £000 | £000 | | |
| Gross Operating Income | (33,508) | (43,877) | (39,962) | (117,347) | (117,347) |
| Less: Operating Costs | 7,904 | 14,884 | 11,900 | 34,688 | 34,688 |
| Surplus Income to Reserves | (25,604) | (28,993) | (28,062) | (82,659) | (82,659) |
| Reserves Opening Balance | (25,604) | (28,993) | (28,062) | 0 | 0 |
| Reserve Balance B/Fwd | 0 | (15,315) | (36,239) | (48,261) | (48,261) |
| Actual & Estimated Spend | 3,289 | 8,069 | 16,040 | 82,631 | 82,631 |
| Decommissioning Reserve | 7,000 | 0 | 0 | (7,000) | (7,000) |
| Reserves Closing Balance | (15,315) | (36,239) | (48,261) | 27,370 | 27,370 |

ALL APPROVED ALLOCATIONS OF NET SURPLUS REVENUES - including current status

| Date of Cabinet Approval | No | CAZ Reference | Birmingham Transport Plan | Use of CAZ Net Surplus Revenues | Project Status | Actual 2021/22 | Actual 2022/23 | Est. 2023/24 | FUTURE BUDGET | TOTAL BUDGET ALLOCATED |
|---|----|---------------|---------------------------|--|----------------------|----------------|----------------|---------------|---------------|------------------------|
| | 1 | CAZ001 | Reallocate Road Space | Hydrogen Buses | Committed & Spent | 3,289 | 0 | 0 | 0 | 3,289 |
| Phase 1 FBC Cabinet Approval 19.01.2021 | 2A | CAZ002 | Transform City Centre | City Centre Pedestrianisation / City Centre Public Realm | Committed | 0 | 379 | 5,572 | 1,738 | 7,689 |
| Phase 2 FBC Not yet submitted | 2B | CAZ003 | Transform City Centre | Active Travel connections (phase 1) | Committed | 0 | 0 | 0 | 7,788 | 7,788 |
| | 3 | | | Electric / Plug-in Hybrid Vehicles Running Costs (M2c) | Re-allocated | 0 | 0 | 0 | 0 | 0 |
| Cabinet Approval 17.03.2020 | 4 | CAZ005 | Active Travel | University Station - WMCA | Committed & Spent | 0 | 3,400 | 0 | 0 | 3,400 |
| Cabinet Approval 17.03.2020 | 5 | CAZ006 | Active Travel | Camp Hill Line Rail Stations - WMCA | Committed | 0 | 0 | 5,218 | 0 | 5,218 |
| Cabinet Approval 17.03.2020 | 6 | CAZ007 | Active Travel | Cross-City Bus Scheme - WMCA | Committed | 0 | 0 | 0 | 4,225 | 4,225 |
| | 7 | | | Pinch Points City Council Match Funding from CAZ | Re-allocated | 0 | 0 | 0 | 0 | 0 |
| Cabinet Approval 22.03.2022 | 8 | CAZ009 | Clean Air Strat | Clean Air City Fund (£20k per Ward) | Committed & Spent | 0 | 1,480 | 0 | 0 | 1,480 |
| Cabinet Approval 22.03.2022 | 9 | CAZ010 | Clean Air Strat | Clean Air City Fund (£40k for 2 Member Wards) | Committed & Spent | 0 | 2,560 | 0 | 0 | 2,560 |
| Cabinet Approval 22.03.2022 | 10 | CAZ011 | Active Travel | Transport & Environment CAZ Programme | Committed with Spend | 0 | 250 | 1,000 | 4,000 | 5,250 |
| | 11 | | | Transformational Transport Plans up to 2050 | Re-allocated | 0 | 0 | 0 | 0 | 0 |
| Cabinet Approval 17.01.2023 | 12 | CAZ013 | Transform City Centre | City Centre Traffic Cells Implementation Phase 1 | Committed | 0 | 0 | 0 | 3,000 | 3,000 |
| Cabinet Approval 17.01.2023 | 13 | CAZ014 | Active Travel | Places for People Delivery (Kings Heath & Bournville) | Committed | 0 | 0 | 0 | 3,000 | 3,000 |
| Cabinet Approval 17.01.2023 | 14 | CAZ015 | Active Travel | Active Travel Fund Enhancement (Tranche 2) Schemes | Committed | 0 | 0 | 1,250 | 0 | 1,250 |
| Cabinet Approval 17.01.2023 | 15 | CAZ016 | Active Travel | Measures that support the Management of Travel Demand | Committed | 0 | 0 | 1,000 | 0 | 1,000 |
| Cabinet Approval 17.01.2023 | 16 | CAZ017 | Active Travel | Support the increased use of Active Modes of Travel & Public Transport | Committed | 0 | 0 | 0 | 0 | 0 |
| Cabinet Approval 17.01.2023 | 17 | CAZ018 | Clean Air Strat | Council's Route to Zero Team - CAZ Funding Support | Committed | 0 | 0 | 2,000 | 0 | 2,000 |
| TOTAL | | | | | | 3,289 | 8,069 | 16,040 | 23,751 | 51,149 |

PROPOSED ALLOCATIONS OF NET SURPLUS REVENUES FY2023/24

| | | | | | | |
|-----------------------|-----------------------|----------------------------|---|------------------|-------|---------------|
| CAZ019 | Active Travel | City Centre focus | Southside Public Realm Improvements | FBC | 6,500 | 6,500 |
| CAZ020 | | | Great Charles Street Active Travel Improvements | Pre-SOBC | 2,000 | 2,000 |
| CAZ021 | | | City Centre Interconnect Wayfinding Totems | FBC | 600 | 600 |
| CAZ022 | | | Snow Hill Traffic Management Projects | OBC/FBC | 2,060 | 2,060 |
| CAZ023 | | | Consolidation of emergency spill-out measures | FBC | 171 | 171 |
| SUB TOTAL | | | | | | 11,331 |
| CAZ024 | Active Travel | Outside of the city centre | Bristol Road Enhancement Scheme (Active Travel) | FBC | 200 | 200 |
| CAZ025 | | | Dudley Road (A457) -cycle lane expansion | Delivery | 1,301 | 1,301 |
| CAZ026 | | | A38 Selly Oak to Longbridge Cycle Route (CRSTS) | SOBC | 4,000 | 4,000 |
| CAZ027 | | | Active Travel Schemes - development for CRSTS2 | Development only | 1,200 | 1,200 |
| CAZ028 | | | Active Travel Improvements at Junctions | Pre-SOBC | 2,300 | 2,300 |
| CAZ029 | | | Environment & Transport Neighbourhood Fund | Replaces WMTM | 2,400 | 2,400 |
| CAZ030 | | | Active travel - upgrade to LED streetlights on key routes | SOBC | 5,500 | 5,500 |
| CAZ031 | | | HS2 Road Safety Fund - Transforming Vauxhall & Jennens Road | OBC | 250 | 250 |
| SUB TOTAL | | | | | | 17,151 |
| CAZ032 | Transform City Centre | | City Centre Cells - Movement & Signage Strategies Phase 2 | OBC | 250 | 250 |
| CAZ033 | | | West Side Metro Contribution - WMCA | FBC | 1,500 | 1,500 |
| SUB TOTAL | | | | | | 1,750 |
| CAZ034 | Managing Demand | | A34 - Demand Management measure | Development only | 250 | 250 |
| CAZ035 | | | Workplace Parking Levy - Development of OBC | Development only | 1,000 | 1,000 |
| SUB TOTAL | | | | | | 1,250 |
| TOTAL PROPOSED | | | | | | 31,482 |

| | | | | | |
|--|----------|----------|----------|--------|--------|
| TOTAL: EXISTING AND PROPOSED ALLOCATIONS | 3,289 | 8,069 | 16,040 | 82,631 | 82,631 |
| Balance of Available CAZ Income | (12,026) | (28,170) | (32,221) | 34,370 | (28) |

APPENDIX B - HIGH LEVEL PROGRAMME RISK ASSESSMENT

| No | Risk Description | Owner / Manager | Inherent Risk | | | Measures in place to manage | Residual Risk | | | Status | Further Action |
|---------------------------------|---|---|---------------|------------|----------|---|---------------|------------|----------|--------|----------------|
| | | | Impact | Likelihood | Exposure | | Impact | Likelihood | Exposure | | |
| RESOURCING | | | | | | | | | | | |
| | Skills, capacity, and capability insufficient to fully develop programme. | Head of Transport Planning | High | Medium | High | Use of framework to obtain resource from consultants. Strict limitations on recruitment and training due to S114. | High | Medium | Medium | Better | |
| | Skills, capacity, and capability insufficient to fully deliver programme. | Head(s) of Transport Projects | High | Medium | High | Use of framework to obtain resource from consultants. Strict limitations on recruitment and training due to S114. | High | Medium | Medium | Better | |
| SYSTEMS & GOVERNANCE | | | | | | | | | | | |
| | Delays to the rectification of Oracle financial system impacting on project reporting. | Assistant Director Transport and Connectivity | High | High | High | Project Managers undertaking offline record keeping. | High | High | High | Same | |
| | Delays to the rectification of Oracle financial system impacting on project grant claims. | Assistant Director Transport and Connectivity | High | High | High | Project Managers undertaking offline record keeping assisting with producing claims. | High | High | High | Same | |
| PROJECT DELIVERY | | | | | | | | | | | |
| | Objections from key consultees | Head(s) of Transport Projects | High | Medium | Medium | The scheme package has been discussed with senior members. Some schemes have already been consulted upon. | High | Low | Medium | Better | |
| | Land Ownership. | Head(s) of Transport Projects | Medium | Medium | Medium | Land ownership has been reviewed. Some projects may require third party land or a CPO | Medium | Medium | Medium | Same | |
| | Legal Agreements/Funding agreements with partners. | Head(s) of Transport Projects | High | Low | Low | Most agreements in place. | Medium | Low | Low | Better | |
| | Contractors experience financial difficulties. | Contractor | High | Low | Medium | It is proposed to procure the works through current frameworks, in house resources or | High | Low | Medium | Same | |

| | | | | | | | | | | | |
|---|---|---|--------|--------|--------|--|--------|--------|--------|--------|--|
| | | | | | | partner frameworks. Financial checks will be carried out during tender evaluation processes. | | | | | |
| FUNDING & FINANCAL MANGEMENT | | | | | | | | | | | |
| | Insufficient funding to fully deliver programme. | Assistant Director Transport and Connectivity | High | Medium | High | Detailed programme and cost management. New sources of funding obtained. | High | Medium | High | Same | |
| | Further cost pressures identified due to national/global inflation. | Assistant Director Transport and Connectivity | High | Medium | High | Continual management and review of projects and risks being undertaken. | High | Medium | High | Same | |
| | Expected s106 contributions do not materialise. | Assistant Director Transport and Connectivity | Medium | Medium | Medium | Regular engagement with Planning Management Service. | Medium | Medium | Medium | Same | |
| | Failure to meet grant conditions with funding being withheld. | Head(s) of Transport Projects | High | Low | Medium | Projects will be effectively managed to address issues affecting delivery and consequentially grant funding. | Medium | Low | Low | Better | |
| | Forecast net surplus bus lane enforcement income does not arise. | Assistant Director Transport and Connectivity | High | Medium | High | Ongoing wider management of THDP and identification of new and windfall resources. | Medium | Medium | Medium | Better | |
| | Sunk development costs become abortive and a revenue pressure | Assistant Director Transport and Connectivity | Medium | Medium | Medium | Close engagement with funder partners and provision made within revenue budgets. | Medium | Medium | Medium | Same | |
| | WMCA revises LNIP budget allocations | Assistant Director Transport and Connectivity | High | Low | High | Close working with WMCA established. | High | Low | High | Same | |
| | CRSTS allocation reduced beyond 2028/29 | Assistant Director Transport and Connectivity | Medium | Medium | Medium | Ongoing liaison with WMCA and overall management of THDP | Medium | Medium | Medium | Same | |
| | Funding clawed back by funders | Assistant Director Transport and Connectivity | High | Low | High | Monitoring being undertaken to ensure compliance with grant conditions. | High | Low | High | Same | |
| | Inclusion of revenue funding as part of the THDP | Assistant Director Transport and Connectivity | High | Low | Medium | Ensuring there is funding remaining for contingency measures in case additional emergency funding is required. | High | Low | Medium | Same | |

| | | | | | | | | | | | |
|--|--|---|------|--------|--------|--|------|--------|--------|------|------------------------------------|
| | Insufficient revenue resources to fully cover inventory growth | Assistant Director Transport and Connectivity | High | Medium | High | Revenue provision subject to Corporate/Directorate review. | High | Medium | High | Same | |
| | External funding bids unsuccessful | Assistant Director Transport and Connectivity | High | High | Medium | Close liaison being undertaken with external funders. | High | High | Medium | Same | Reprogramming to revised resources |

APPENDIX C - PROGRAMME OVERVIEW

| Project Name | Sub-Programme | Project Description | 2024/25 Activity |
|---|--------------------|---|----------------------|
| Dudley Road (A457) (CAZ020) | Corridors | Significant improvements to network efficiency and improved sustainable and active travel routes through junction re-alignment, upgraded traffic signals, carriageway widening, tidal flow bus lanes with enforcement cameras, segregated cycle lanes, widened shared use footways, a pedestrian/cycle bridge, and upgraded and new pedestrian/cycle crossing facilities. | Under Construction |
| Metro Extension Schemes | Corridors | Support towards ongoing delivery of the Metro extension to Digbeth High Street and completion of remedial actions on the link to Edgbaston. | Under Construction |
| Birmingham City Centre Retail Core Public Realm (CAZ002) | Central Birmingham | Major project to create safe accessible area of the retail core whilst improving public space to support local economic growth. | Under Construction |
| Cross City Bus Package 1 (City Centre) | Central Birmingham | Completion of the works, defect remediation and accrual processes. | Under Construction |
| Metro Extension Mitigation & Broad St Decluttering | Central Birmingham | A mini-programme of projects to assist with the impact of the Metro operation on Broad Street, including signalisation of Grosvenor Street West and Sheepcote Street and other minor highway schemes | Under Construction |
| 40mph speed limit review (CAZ011) | Neighbourhoods | Introduction of 30mph speed limits on almost all of Birmingham's road network that has existing 40 mph speed limits. | Progress to Delivery |
| Active Travel Fund Tranche 2 Programme (CAZ015) | Neighbourhoods | Making permanent, improving and expanding the temporary emergency measures introduced in 2020 including Pop-up Cycle Lanes, Places for People, City Centre Traffic Segments and Local Centre initiatives. | Progress to Delivery |
| Air Quality Monitoring in Schools (CAZ011) | Neighbourhoods | Provision of air quality monitoring sensors to every school in Birmingham following a trial in 70 schools in 2022. | Progress to Delivery |
| Big Birmingham Bikes (CAZ011) | Neighbourhoods | Further phase of this successful bike giveaway scheme, providing bikes free at the point of use to remove one of the key barriers to people taking up cycling in deprived communities. | Progress to Delivery |
| Car Free School Streets (CAZ011) | Neighbourhoods | Initiatives and resources to encourage walking, wheeling, and cycling to school, as part of our road safety and sustainable travel offer to schools. | Progress to Delivery |
| Cycle Parking | Neighbourhoods | Cycling parking infrastructure across the city. | Progress to Delivery |
| Environment & Transport Neighbourhood Ward Fund (Replaces Ward Minor Transport Measures) (CAZ029) | Neighbourhoods | Local Councillor funding to invest in the quality, utility and durability of streets using the Healthy Streets Approach to support improvements to road safety, active travel, air quality and CO ₂ reduction. | Progress to Delivery |
| Kings Heath & Moseley Places for People (Active Travel Fund T3) | Neighbourhoods | Package of traffic calming measures including: modal filters, parking restrictions, junction rearrangements and one-way streets. | Progress to Delivery |
| Local Safety Schemes (Legacy) | Neighbourhoods | Completion of former rolling programme of minor schemes to address safety issues on the network. | Progress to Delivery |
| Moseley Local Centre (Active Travel Fund T4) | Neighbourhoods | Protected two-way cycling link into and serving the Moseley Cycling Spur along the A435 Alcester Road from an existing quiet route in Chantry Road to the junction with Salisbury Road and the junction with St Mary's Row. | Progress to Delivery |

| Project Name | Sub-Programme | Project Description | 2024/25 Activity |
|---|--------------------|---|----------------------|
| Moving Traffic Enforcement Sites | Neighbourhoods | Trial of static camera enforcement at banned turns and 'yellow boxes'. | Progress to Delivery |
| Parking Management Measures - Selly Oak & Edgbaston | Neighbourhoods | CPZ Permit Parking Schemes in Harborne and Selly Oak addressing issues created by Hospital and University developments. | Progress to Delivery |
| Ward Minor Transport Measures (Legacy) | Neighbourhoods | Completion of former rolling programme of minor transport improvements. | Progress to Delivery |
| Bristol Road Enhancement Scheme (CAZ019) | Corridors | Delivery of environmental improvements along with a two-way cycle lane through the Selly Oak local centre which will create a connected cycle route linking the A38 cycle lane with the Chapel Lane junction. | Progress to Delivery |
| Bus Lane Enforcement Delivery Tranche 2 (CAZ031) | Corridors | A second tranche of bus lane and bus gate enforcement camera deployments to be undertaken by BCC. Seeking to improve bus journey times and reliability across the city, particularly on existing bus routes that are not currently subject to active BCC enforcement. | Progress to Delivery |
| King Edwards School Crossing | Corridors | Pedestrian crossing on Bristol Road at the request of King Edwards School. Capital construction costs to be paid for by King Edwards School. | Progress to Delivery |
| Sprint Birmingham to Airport (A45) Phase 2 | Corridors | Development and delivery of a package of measures by TfWM to improve the A45 corridor for Sprint bus journeys including sections of bus lane, improved bus stops and road space reallocation | Progress to Delivery |
| Sprint Walsall to Birmingham (A34) Phase 2 | Corridors | Development and delivery of a package of measures by TfWM to improve the A45 corridor for Sprint bus journeys including sections of bus lane, improved bus stops and road space reallocation | Progress to Delivery |
| Advisory contraflow cycle lanes (TfWM Active Travel Fund T3) | Central Birmingham | Delivery of advisory contraflow cycle lanes on one-way streets in Birmingham City Centre. | Progress to Delivery |
| Bradford Street Cycling Scheme (Active Travel Fund T3) | Central Birmingham | Cycle route along Bradford Street. | Progress to Delivery |
| CAZ Additional Mitigations | Central Birmingham | Great Lister Street Junction Improvement and Controlle Parking Zones in Highgate and Newtown | Progress to Delivery |
| Emergency Spill Out Measures Consolidation (CAZ034) | Central Birmingham | Removal of all temporary emergency spill-out measures and replacement of some key ones in the City Centre with permanent assets. | Progress to Delivery |
| Navigation St/Swallow St S278 (to be completed by Cross-City Bus) | Central Birmingham | The completion of the original Metro Centenary Square Extension changes to Swallow St/Navigation St and Brunel St - delayed by adjacent developments. Now to be included in Cross-City Bus proposals | Progress to Delivery |
| Paradise Public Transport Improvements Phase 1 | Central Birmingham | Delivery of the U-turn facility between the two Suffolk Street Queensway slip-roads (via Paradise Street) to reduce overall traffic between the A38 and Great Charles Street Queensway (CAZ Directive). | Progress to Delivery |
| Snow Hill Accessibility and Connectivity Improvements - Phase 3a Newhall Street Traffic Management (CAZ033) | Central Birmingham | Traffic Management improvements which will bring positive changes to how traffic moves in and around Newhall Street and Colmore Row Street as well as improving cycling connections in this area. | Progress to Delivery |
| Southside Public Realm Improvements (CAZ019) | Central Birmingham | Active travel connections into the Southside District providing improved safety, accessibility and connectivity between New Street Station, the Southside District and the Smithfield Development. | Progress to Delivery |

| Project Name | Sub-Programme | Project Description | 2024/25 Activity |
|--|--------------------|--|------------------|
| Bikeability Programme | Neighbourhoods | Delivery of national standards cycle training in schools and communities, helping people to learn practical skills and understand how to cycle on today's roads. | Ongoing |
| Car Clubs | Neighbourhoods | Development of car club offer to roll out across Birmingham. | Development |
| High Speed 2 Road Safety Fund and Transforming Vauxhall | Central Birmingham | Measures that prioritise road safety and active travel along Jennens Road and within the Vauxhall estate. Using the Healthy Streets approach, the project will ensure human-centred designs that increase transport equality and improve connectivity for all. | Development |
| Active Travel Improvements at Junctions (CAZ029) | Neighbourhoods | Improvements to active travel links at selected junctions across the city. Locations to be determined. | Development |
| Active Travel Signing Strategy | Neighbourhoods | Improved signing and wayfinding on existing cycle routes. | Development |
| Average Speed Cameras | Neighbourhoods | Financial contribution set aside to support the development of the regional Average Speed Enforcement (by camera) programme in Birmingham. | Development |
| Birmingham Bike Hangars Trial (ATF T4) | Neighbourhoods | Trial of bike hangars (for residential bike storage) on Birmingham's streets. | Development |
| Birmingham Cycle Revolution Phase 2 | Neighbourhoods | Residual match-funding to be reallocated to other active travel projects. | Development |
| Birmingham Cycle Revolution Phase 3 | Neighbourhoods | Residual match-funding to be reallocated to other active travel projects. | Development |
| Bournville Low Traffic Neighbourhood | Neighbourhoods | Provision of active travel infrastructure and measures to reduce traffic and improve road safety. | Development |
| Vision Zero Capacity Fund | Neighbourhoods | Funding to enable some higher value neighbourhood interventions (including top ups to projects identified via the Environment & Transport Neighbourhood Ward Fund) to be developed and delivered. | Development |
| A34 North Managing Demand Development (CAZ038) | Corridors | Development of options for the management of demand at key trip attractor along A34 north. | Development |
| A38 Selly Oak to Longbridge Cycle Route (CRSTS) (CAZ025) | Corridors | Proposed segregated cycle route between Selly Oak and Longbridge. | Development |
| A45 Coventry Road Cycle Route (CRSTS) | Corridors | Segregated cycleway between Small Heath and Swan Island along the A45. | Development |
| Bus Lane Enforcement - Future Sprint, Metro and Cross City Bus Schemes | Corridors | Contribution towards the purchasing and operation of bus lane enforcement cameras to be delivered as part of multiple TfWM/Metro schemes. | Development |
| Cross City Bus Package 2 (Longbridge - Hamstead) | Corridors | Targeted improvements with bus priority and other measures by TfWM to improve bus journey times and reliability, particularly to facilitate the running of cross-city routes on the 45, 47, 35, 16 and 7 services | Development |

| Project Name | Sub-Programme | Project Description | 2024/25 Activity |
|---|--------------------|---|------------------|
| Cross City Bus Package 3 (Druids Heath - Dudley) | Corridors | Targeted improvements by TfWM to improve bus journey times and reliability, particularly to facilitate the running of cross-city routes on the 50 and 82/87 services (current budget for development only) | Development |
| Cross City Bus Package 4 (Longbridge - Castle Vale) | Corridors | Targeted improvements by TfWM to improve bus journey times and reliability, particularly to facilitate the running of cross-city routes on the 61/63, 67 and X14 services (current budget for development only) | Development |
| Cross City Bus Package 5 (Bartley Green - Chelmsley Wood) | Corridors | Targeted improvements with bus priority and other measures by TfWM to improve bus journey times and reliability, particularly to facilitate the running of cross-city routes on the 23/24 and 94/95 services | Development |
| Cross City Bus Package 6 (West Brom - Chelmsley Wood) | Corridors | Targeted improvements with bus priority and other measures by TfWM to improve bus journey times and reliability, particularly to facilitate the running of cross-city routes on the 74 and 97 services | Development |
| East Birmingham to Solihull Corridor (CRSTS) | Corridors | Active travel improvements within the Bordesley Green area. | Development |
| Future Public Transport Projects | Corridors | Future TfWM led public transport schemes. | Development |
| Hagley Road Multi-Modal Study | Corridors | Package of measures by TfWM to improve bus journeys and active travel including bus priority measures. | Development |
| LED Lighting Upgrades to Active Travel Corridors(CAZ040) | Corridors | Upgrading of street lighting to LED along key corridors to enable active travel whilst reducing energy costs and supporting the net zero agenda. Locations to be determined. | Development |
| Sprint Hagley Rd - Phase 1A | Corridors | TfWM proposals to improve bus travel and localised cycling measures. | Development |
| Sutton Masterplan Transport Improvements (CRSTS) | Corridors | Improvements to transport links and connectivity around the town centre and up to the park / railway station, to encourage sustainable travel and promote development of the retail core - including reducing dominance of the ring road. better walking routes, a segregated cycle facility, and better facilities for bus passengers. | Development |
| Water Orton Lane | Corridors | Scheme to eliminate or minimise the flow of HGVs along Water Orton Lane. | Development |
| City Centre Active Travel Connections Phase 2 (CRSTS) | Central Birmingham | Major Active Travel project vital in making the city core safe, accessible and an attractive destination whilst promoting connectivity across the core via active modes. | Development |
| City Centre Active Travel Connections to Interchange Phase 1 (CRSTS) (CAZ003) | Central Birmingham | Major Active Travel project vital in making the city core safe, accessible and an attractive destination whilst promoting connectivity across the core via active modes. | Development |
| City Centre Active Travel Connectivity (CAZ011) | Central Birmingham | Improvements to walking and cycling routes across Birmingham City Centre, focussing on small measures addressing barriers to active travel that can be delivered in the short term. | Development |
| City Centre Cells (Active Travel Fund T4) (CAZ013 & CAZ035) | Central Birmingham | Development of plans to rationalise and reduce private vehicle trips within the A4540 Ring Road. This will allow for reallocation of road space to the benefit of Active Travel and Public Transport as well as helping us meet our Clean Air and Carbon reduction targets. | Development |
| City Centre Interconnect Wayfinding Totems (CAZ032) | Central Birmingham | Development of project to complete the wayfinding totem network across the City Centre. | Development |

| Project Name | Sub-Programme | Project Description | 2024/25 Activity |
|--|--------------------|---|------------------|
| Colmore Row Pedestrianisation | Central Birmingham | Project (linked to City Centre Cells delivery) to assist in removing general traffic from the Colmore Row area in order to create a quality public transport interchange location. | Development |
| Cross City Bus Package 1 (City Centre Phase 2) | Central Birmingham | A second tranche of bus priority and other measures by TfWM to improve bus journey times and reliability across the city core, particularly to facilitate the running of a network of cross-city routes | Development |
| Digbeth Active Travel and Streets Programme | Central Birmingham | Major active travel and street safety enhancements in the Digbeth area in support of HS2 and other private sector investments. | Development |
| Great Charles Street Active Travel Improvements (CAZ027) | Central Birmingham | Improvement to active travel links across Great Charles Street. | Development |
| HS2 Readiness: One Station & Smallbrook Queensway (CRSTS) | Central Birmingham | Major active travel intervention to create increased accessibility between key transport hubs. Connecting the cycleways on the A34 and A38 to create a continuous cycle network. Aligned with Midlands Rail Hub and HS2 to provide safe, clear and viable active travel routes in the city centre. | Development |
| Paradise Public Transport Improvements (U-Turn) future phases | Central Birmingham | Completion of restrictions along Lyon Queensway etc. to improve priority for public transport and the tram. Phases to be managed with adjacent development works. | Development |
| Snow Hill Accessibility and Connectivity Improvements - Steelhouse Sq (CAZ033) | Central Birmingham | Prioritising active travel in the Steelhouse Lane / Colmore Square area. | Development |
| Snow Hill Growth Strategy (CRSTS) | Central Birmingham | Development of a programme of projects in Birmingham City Centre to reduce severance, improve accessibility and attractive quality investment. Development work includes options to mitigate impact of displaced traffic, improve A4540 ring road, A38 junction changes and providing for public transport and active travel. | Development |
| Sprint Birmingham to Airport (City Centre) Phase 2 | Central Birmingham | A package of measures by TfWM in the area of Lancaster Circus, James Watt Quay and Moor Street Quay to provide more priority for public transport in particular to help link the A34 and A45 Sprint corridors across the city centre. | Development |

| | |
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| Title of proposed EIA | Transportation and Highways Delivery Programme (THDP) Update 2024/25 |
| Reference No | EQUA1189 |
| EA is in support of | Amended Function |
| Review Frequency | Annually |
| Date of first review | 01/09/2024 |
| Directorate | Inclusive Growth |
| Division | Transport and Connectivity |
| Service Area | Transport Planning and Network Strategy |
| Responsible Officer(s) | <input checked="" type="checkbox"/> Jamie Stanford |
| Quality Control Officer(s) | <input type="checkbox"/> Janet L Hinks |
| Accountable Officer(s) | <input type="checkbox"/> Mel Jones |
| Purpose of proposal | To review the Annual Programme Update for the Transportation and Highways Programme (THP) for the period 2024/25 to 2029/30. |
| Data sources | relevant reports/strategies; relevant research |
| Please include any other sources of data | See entry later in report. |

ASSESS THE IMPACT AGAINST THE PROTECTED CHARACTERISTICS

| | |
|--------------------------------------|--|
| Protected characteristic: Age | <p>Service Users / Stakeholders; Employees; Wider Community</p> <p>Of the 1,140,500 people living in Birmingham (according to the 2020 mid-year population estimates):</p> <ul style="list-style-type: none"> • 22.5% (257,100) are children and young persons; and • 13.1% (140,400) are pensioners (older persons and the elderly). <p>The policies and schemes set out by the THDP recognise that different age groups have different travel needs, which directly impact on how and when they choose to travel.</p> <p>With such a wide range of schemes supported by the THDP from those based on the broader city-wide scale, down to the local, community-based level, Birmingham's transport network will cater for the diverse travel needs of a wide range of age groups and user types.</p> <p>Allocating a proportion of funding to the active travel sub-programme in the period 2024/25, a number of schemes are specifically designed to promote and increase levels of cycling and walking, which will reduce obesity, inactivity and improve public health and quality of life for all ages. In turn, this will align with the Birmingham Development Plan (BDP) 2031 which aims 'to encourage better health and wellbeing'.</p> <p>The THP also further supports the clean air agenda, following on from the implementation of the Clean Air Zone, through prioritising funding for sustainable, low and no-carbon modes of transport including public transport, walking and cycling, contributing towards improved ambient air quality, through reducing the pollutants associated with transport. Air pollution affects everyone, but certain age groups are more likely to be adversely affected by poor air quality (e.g. the very old or the very young) so the policies supported by the THDP are expected to have a positive impact on these groups in this regard.</p> <p>This strategic screening exercise has not identified any adverse impacts on this protected characteristic; however it is recognised that further equality assessments will be required as part of scheme design, development and delivery, to identify opportunities to mitigate any adverse impacts and generate additional positive impacts, where realistic and appropriate. For example, it is recognised that the inclusion of seating as part of public realm schemes can make such spaces more accessible and attractive for use by older persons.</p> <p>It is considered that the THDP will result in a net Positive impact upon the Age protected characteristic.</p> |
| Protected characteristic: Disability | <p>Service Users / Stakeholders; Employees; Wider Community</p> <p>The West Midlands Metropolitan area has a larger percentage of people in households with a limiting long-term illness (6% of households compared to 4.7% in England and Wales). It also has a slightly larger proportion of disabled people than England and Wales (19% versus 18% in England and Wales). More and more people are living with impairments or with or beyond serious illness.</p> <p>The policies and schemes set out by the THP recognise that disabled persons have differing travel needs, which directly impact on how and when they choose to travel.</p> <p>Whilst the THP directs attention away from the use of private vehicles to more sustainable modes of travel, it is recognised that the levels of access experienced by some disabled persons with physical mobility issues to different services (e.g. health) may be dependent upon private vehicles. Although parking spaces may be lost as part of some schemes, particularly within the city centre, parking space provision for blue badge holders will be retained and potentially increased where possible. This will be specifically considered as part of more bespoke equality assessments undertaken as part of individual scheme development processes.</p> <p>It is also recognised that for those with hearing or sight impairments, some modes of more sustainable transport, in particular cycles and scooters (both electric and manual) may not be visible or audible which can lead to accidents and confusion. To mitigate this, separated and segregated transport modal facilities will be provided wherever possible, as well as dropped kerbs and improved legibility for all users as part of wider high-quality streetscape/public realm (re)design.</p> <p>Poor air quality is also likely to adversely impact people with disabilities, particularly those with respiratory problems. Schemes incorporated by the THP aim to improve air quality in the city and therefore, it is likely to have a positive impact on those with long-term health issues.</p> |
| Disability details: | |

Protected characteristic: Sex

Gender details:

It is considered that the THP will result in a net Positive impact upon the Disability protected characteristic.

Service Users / Stakeholders; Employees; Wider Community

The gender balance of residents in Birmingham is currently 49.2% male and 50.8% female.

The policies and schemes set out in the THDP recognise that different genders have differing travel needs, which directly impact on how and when they choose to travel. For example, encouraging modal shift towards active travel and public transport may increase the number of people circulating within the public realm which may act to improve public safety, particularly for women wishing to use the transport network at different times of the day.

This strategic screening exercise has not identified any adverse impacts on this protected characteristic, however it is recognised that further equality assessments will be required as part of scheme design, development and delivery, to identify opportunities to mitigate any adverse impacts and generate additional positive impacts, where realistic and appropriate.

It is considered that the THDP will result in a net Positive impact upon the Sex protected characteristic.

Protected characteristics: Gender Reassignment

Gender reassignment details:

Service Users / Stakeholders; Employees; Wider Community

There are no national estimates on the trans population in England because the subject is not included in the national census. Additionally, there has not been any research completed elsewhere in England which was large enough to be statistically significant. The best estimate is that around 1% of the population might identify as trans, including people who identify as non-binary. If this estimate is applied to Birmingham, assuming that the 1% figure is equally represented across all age groups, there are an estimated 1,400 trans people aged 16 to 24 years in Birmingham.

The policies and schemes set out by the THDP recognise the wide scope of trips required by those falling under this protected characteristic. The LGBT Centre at 38/40 Holloway Circus in Birmingham City Centre provides access to healthcare and other social services. However, the nearest clinics providing gender dysphoria services are located further afield in Nottingham and Daventry (<https://www.nhs.uk/liveswell/healthy-body/how-to-find-an-nhs-gender-identity-clinic/>). It is also appreciated that the ability of those requiring to access key specialist healthcare services must be provided by a range of transport modes.

Active travel policies and schemes will also increase footfall and natural surveillance across the city. This will benefit those undergoing gender reassignment who can be at a higher risk of discrimination and personal security issues.

All transport schemes proposed in the THDP will be subjected to bespoke equality assessment screening to identify any adverse or beneficial impacts and either mitigate or support/enhance these as appropriate.

It is considered that the THDP will result in a net Positive impact upon the Gender Reassignment protected characteristic.

Protected characteristics: Marriage and Civil Partnership

Marriage and civil partnership details:

Service Users / Stakeholders; Employees; Wider Community

This strategic screening exercise has not identified any adverse impacts on this protected characteristic, however it is recognised that further equality assessments will be required as part of scheme design, development and delivery, to identify opportunities to mitigate any adverse impacts and generate additional positive impacts, where realistic and appropriate.

It is considered that the THDP will result in a net Neutral impact upon the Marriage and Civil Partnership protected characteristic.

Protected characteristics: Pregnancy and Maternity

Pregnancy and maternity details:

Service Users / Stakeholders; Employees; Wider Community

Approximately 17,000 babies are born in Birmingham each year. As such, Birmingham has a large resident population of persons with this protected characteristic.

The impacts in relation to air pollution on this protected characteristic are recognised. Recent studies show that increases in NO₂ have even greater damaging impacts on pregnant women than first thought, with evidence of pollution particles found in placentas.

It is estimated that traffic-related air pollution exposure (particularly exposure to Particulate Matter) of pregnant women accounts for more than one-fifth of all cases of low birth weight at term. Low birth weight is associated with low lung function, COPD, cardiovascular disease and early death in adulthood.

Air pollution can also harm placental development, which affects the development of the unborn child and has been associated with several chronic diseases, including heart disease, obesity and type 2 diabetes. Poor foetal growth is linked to abnormal development of the kidneys, and to hypertension and kidney disease in later life.

The THP further supports the clean air agenda, following on from the implementation of the Clean Air Zone, through prioritising sustainable modes of transport including public transport, walking and cycling to encourage low/no carbon travel modes, which will contribute towards improved air quality, aligning with the BTP.

Access to main hospitals across the city, in particular, Birmingham's Children Hospital located within the city centre, will also be maintained and enhanced where possible, especially via public transport and active travel modes. The needs of parents with small children and pushchairs will also be considered when designing measures, with dropped kerbs and ramps in appropriate places as part of high-quality streetscape design.

This strategic screening exercise has not identified any adverse impacts on this protected characteristic, however it is recognised that further equality assessments will be required as part of scheme design, development and delivery, to identify opportunities to mitigate any adverse impacts and generate additional positive impacts, where realistic and appropriate.

opportunities to mitigate any adverse impacts and generate additional positive impacts, where realistic and appropriate.

It is considered that the THDP will result in a net Positive impact upon the Pregnancy and maternity protected characteristic.

Service Users / Stakeholders; Employees; Wider Community

Birmingham is a multi-ethnic city with 57.9% of Birmingham's population identifying as white, 26.6% as Asian, 9% as black and 2% as other ethnicities.

A number of the policies and schemes set out by the THDP are in areas where there is a high concentration of ethnic minorities. These schemes will have a direct positive impact on the communities immediately surrounding the sites, and will enhance the quality of life and equality of opportunity for these residents.

This strategic screening exercise has not identified any adverse impacts on this protected characteristic, however it is recognised that further equality assessments will be required as part of scheme design, development and delivery, to identify opportunities to mitigate any adverse impacts and generate additional positive impacts, where realistic and appropriate.

It is considered that the THDP will result in a net Positive impact upon the Race protected characteristic.

Protected characteristics: Race

Race details:

Protected characteristics: Religion or Beliefs

Religion or beliefs details:

Service Users / Stakeholders; Employees; Wider Community

In Birmingham, 46.1% of residents identify as Christian, 21.8% as Muslim, 19.3% have no religion, 3% are Sikh, 2.1% are Hindu and the remaining 7.7% are other religions. The city is known for its ethnic diversity.

The policies and schemes set out in the THDP recognise that persons of different beliefs and religious affiliations can have differing travel needs, which directly impact on how and when they choose to travel.

It is also recognised that some of the largest religious institutions within the West Midlands (e.g. Birmingham Central Mosque) are located within Birmingham. Access to these from a range of locations will be retained and promoted where possible, in particular by public transport and modes of active travel.

This strategic screening exercise has not identified any adverse impacts on this protected characteristic, however it is recognised that further equality assessments will be required as part of scheme design, development and delivery, to identify opportunities to mitigate any adverse impacts and generate additional positive impacts, where realistic and appropriate.

It is considered that the THDP will result in a net Positive impact upon the Religion and beliefs protected characteristic.

Protected characteristics: Sexual Orientation

Sexual orientation details:

Service Users / Stakeholders; Employees; Wider Community

Public Health England (PHE) estimates that between 2% and 5% of the national population identify with a non-heterosexual sexual orientation. GP survey data also shows that young adults are more likely to identify with non-heterosexual identities than older age groups. Although there has been NHS guidance on collecting data on sexual orientation there is very little Birmingham data on the health of this group. Based on the various available reports, the LGBTQIA+ population of Birmingham is estimated to be approximately 45,000 adults. This does not however include practising homosexual men who continue to see themselves as heterosexual whilst having sexual contact with other men.

Members of the LGBTQIA+ community are disproportionately more likely to be subject to personal security issues, discrimination and hate crime. The policies and schemes set out by the THDP will increase footfall and natural surveillance across Birmingham, as well as improving access by public transport and active travel modes for all by enhancing the quality of infrastructure and services provided to support use of these modes.

It is considered that the THDP will result in a net Positive impact upon the Sexual orientation protected characteristic.

Socio-economic impacts

Please indicate any actions arising from completing this screening exercise.

This Equalities Assessment reviews the Annual Programme Update (APU) for the Transportation and Highways Delivery Programme (THDP) for the period 2024/25 to 2029/30. The THDP supports delivery of the City Council's key policies and priorities, facilitating streamlined and efficient delivery. The APU reflects new resources, revised project costings and programmes, expenditure profiles and policy changes that have occurred since approval of the previous THP on the 23rd March 2023. Within this update, approval is sought to allocate £6.254m Local Network Improvement Plan (LNIP) funding for 2024/25, available through the West Midlands Combined Authority (WMCA) devolved transport grant process, to support a range of projects and programmes that contribute towards key City Council priorities and delivery plans.

The THP contributes to the delivery of priorities including the emerging West Midlands Strategic Transport Plan, emerging Birmingham Plan, Birmingham Connected transport strategy, Birmingham Transport Plan (BTP), the Route to Zero strategy, and to allow the City Council to fulfil its obligations in continuing to create a legacy for the city following the successful delivery of the 2022 Commonwealth Games (CWG). These policy documents and associated reports have already been subject to equalities analysis.

The intended outcomes of the THCP include:

- Supporting economic growth;
- Reducing congestion;
- Increasing active travel;
- Improving physical fitness and health;
- Improving road safety, including road safety education.

• Improving air quality.

Transportation and highway improvements will benefit all districts and wards across the city, with further benefits to visitors and those who commute into the city. Measures implemented will benefit all ages and communities across the city. Many schemes are prioritised in terms of need, in addition to detailed data analysis, consultation and reference to existing Council, Transport for West Midlands, Department for Transport and other guidance or policy. Schemes will cover a broad spectrum of modes including public transport, walking, cycling, freight / business movement and the private car.

This EA is an update of EQUA1005: Updated Transportation and Highways Capital Funding Strategy 2023/24 to 2028/29.

Please indicate whether a full impact assessment is recommended **NO**

What data has been collected to facilitate the assessment of this policy/proposal? **Census 2011 and Mid-Year Population Estimates: www.nomisweb.co.uk**

Campaign for Better Transport - Why getting transport right matters to young people: https://bettertransport.org.uk/sites/default/files/researchfiles/Young_People_and_Buses_FINAL_forweb_0.pdf

Fit for the Future – Birmingham’s Childhood Obesity Strategy: https://www.birmingham.gov.uk/downloads/file/8102/fit_for_the_future_childhood_obesity_strategy

LGBT Britain – Hate Crime and Discrimination: <https://www.stonewall.org.uk/lgbtbrtain-hate-crime-anddiscrimination>

Public Health England – Health Matters: Air Pollution: <https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-airpollution>

Consultation analysis **N/A**

Adverse impact on any people with protected characteristics. **N/A**

Could the policy/proposal be modified to reduce or eliminate any adverse impact? **All proposed schemes set out in the THCP will be subject to bespoke public engagement and specific equality impact assessment screening, which will identify any modifications to reduce or eliminate adverse equality impacts.**

How will the effect(s) of this policy/proposal on equality be monitored? **The effects of this policy will be monitored as part of Birmingham City Council’s established transport scheme development and delivery processes.**

What data is required in the future? **Scheme-specific equalities impact data will be collected to inform scheme design and development processes, prior to delivery.**

Are there any adverse impacts on any particular group(s) **No**

If yes, please explain your reasons for going ahead.

Initial equality impact assessment of your proposal

Consulted People or Groups

Informed People or Groups

Summary and evidence of findings from your EIA

All schemes proposed within the THDP are provided as a 'public good' and are available for all members of the community and visitors alike to use. Transport proposals are supported by promotional and educational training provided by the Travel Demand Management Team within Transport and Connectivity, particularly in relation to road safety and active travel. Individual schemes will be subject to further screening for equalities analysis.

It is considered that there are no aspects of the THP that could contribute to inequality. The facilities and measures proposed are for all users and none are excluded. No measures are considered to discriminate against protected groups in terms of age, race, gender reassignment, sexual orientation, sex, pregnancy or maternity, disability, marriage / civil partnership or religion / belief. Internal consultation has been undertaken with the Director of Place, Prosperity and Sustainability, Assistant Director Highways, Assistant Director Planning, Assistant Director Development and the Assistant Director Transport and Connectivity.

Full external consultation will be undertaken with all relevant stakeholders as part of individual Options Appraisals and FBCs, in accordance with normal practise including ward councillors, residents, emergency services, businesses, the West Midlands Combined Authority (WMCA) / Transport for West Midlands and the Cycling Forum.

All members of the local community, including groups of people whose first language is not English, will be invited to comment on the proposals during the public consultations. All proposals will be designed in accordance with national design standards, which give consideration to the needs of disabled people; helping to promote positive attitudes towards disabled people. Consultation will also be undertaken with Sutton Town Council and Frankley Parish Council where appropriate.

Individual scheme proposals will be further screened for equalities analysis as part of standard Council governance and approval processes, and EAs will be completed at Options Appraisal and FBC stage for individual projects and programmes.

QUALITY CONTROL SECTION

Submit to the Quality Control Officer for reviewing? **No**

Quality Control Officer comments **Proceed to Accountable Officer 13 10 2023**

Decision by Quality Control Officer **Proceed for final approval**

Submit draft to Accountable Officer? **Yes**

Decision by Accountable Officer **Approve**

Date approved / rejected by the Accountable Officer **23/10/2023**

Reasons for approval or rejection **Approved on the basis of a thorough assessment and only neutral or positive impacts identified. Noted that further assessments will**

be carried out along with consultation on specific schemes as required.

Yes

Please print and save a PDF copy for your records

Content Type: Item

Version: 34.0

Created at 24/08/2023 04:06 PM by Jamie Stanford

Last modified at 23/10/2023 11:35 AM by Workflow on behalf of MeI Jones

Close

Environment and Sustainability Assessment

Birmingham City Council is required to assess any positive or negative impacts that any policy/strategy/ decision/development proposal is likely to have on the environment. This assessment must be completed for CLT and Cabinet reports where appropriate. It is the responsibility of the Service Director signing off the report to ensure that the assessment is complete.

To complete the assessment, you should consider whether the proposal will have a positive or a negative impact on each of the key themes by placing a (√) for positive, (x) for negative and (?) for unclear impact, and (N/A) for non-applicable impact. Further guidance on the completion of the template is available on page 3 below.

| | | | | |
|--|--|------------------------|--|--|
| Project Title: | Transportation and Highways Delivery Programme (THDP) | | | |
| Directorate: Place, Prosperity and Sustainability | Team: Transport Planning | | Person Responsible for assessment: Jamie Stanford | |
| Date of assessment: 22/08/23 | Is it a new or existing proposal? New/Existing | | | |
| Brief description of the proposal: The Transportation and Highways Delivery Programme (THDP) performs an essential role in supporting a range of projects and programmes that contribute towards achieving the City Council's key policies and priorities, as set out in the West Midlands Strategic Transport Plan, Birmingham Transport Plan (BTP), emerging Birmingham Local Plan (BLP), Birmingham Connected transport strategy, and Local Walking & Cycling Strategy & Infrastructure Plan. The programme is focused on reducing congestion, enabling growth, improving road safety, improving accessibility, improving air quality, supporting delivery of the City Council's 2030 carbon neutral target, encouraging active and sustainable modes of travel. | | | | |
| Potential impacts of the policy/development/ decision on: | Positive Impact | Negative Impact | No Specific Impact | What will the impact be? If the impact is negative, how can it be mitigated, what action will be taken? |
| Natural Resources - including water, soil, air | √ | | | The implementation of the THDP will contribute to improving the air quality across the city and within local neighbourhoods through prioritising schemes that support active travel and public transport over car movements. |
| Energy use and CO ₂ emissions | √ | | | The THDP aims to reduce carbon emissions from transport through prioritising active travel and public transport, as |

| | | | | |
|--|---|--|---|---|
| | | | | well as reducing the length and number of trips undertaken by private cars. The programme is in line with the council's ambition to deliver net zero emissions by 2031. |
| Quality of environment | √ | | | The THDP will continue to direct substantial funding towards public realm schemes. This will improve the existing quality of environments around the city by making it more attractive for movement via active travel. |
| Impact on local green and open spaces and biodiversity | √ | | | The THDP will not lead to direct loss of any local green/blue open spaces and be protected and enhanced where possible. Although active travel schemes (e.g. cycle routes) will look to incorporate these spaces, any potential impacts on biodiversity will be considered and monitored closely. |
| Use of sustainable products and equipment | | | √ | |
| Minimising waste | | | √ | |
| Council plan priority: a city that takes a leading role in tackling climate change | √ | | | |
| Overall conclusion on the environmental and sustainability impacts of the proposal | The THDP supports the schemes that will guide transport development in the coming years in order to meet the city's challenges and ambitions. The programme does not include any specific commitments to policies or infrastructure and therefore does not, in itself, have a positive or negative impact on the environment and sustainability. However, the programme makes a clear case for the need for rapid action in order to tackle key issues that the city is facing, mainly the climate emergency and inequality. In line with the THDP 23 – 24, this years programme will seek to improve the conditions for active travel, in particularly for those whose levels of access are currently low and where private vehicles are still preferred for shorter distance trips. | | | |

Guidance for completing the template

| Theme | Example |
|---|---|
| Natural Resources - Impact on natural resources including water, soil, air. | <p>Does the decision increase water use? Does the decision have an impact on air quality? Does the decision discourage the use of the most polluting vehicles (private and public) and promote sustainable modes of transport or working from home to reduce air pollution? Does the decision impact on soil? For example, development will typically use water for carrying out various operations and, once complete, water will be needed to service the development. Providing water to development and treating affluent water requires energy and contributes to climate change. Some of the activities including construction or disposal of waste may lead to soil pollution. The decisions may lead to more journeys thereby deteriorating air quality and thus contribution to climate change and greenhouse gases.</p> |
| Energy use and CO ₂ emissions. | <p>Will the decision have an impact on energy use? Will the decision impact on carbon emissions? Most day-to-day activities use energy. The main environmental impact of producing and using energy such as electricity, gas, and fuel (unless it is from a renewable source) is the emission of carbon dioxide.</p> |
| Quality of environment. | <p>Does the decision impact on the overall quality of the built environment? Decisions may have an impact on the overall setting, character and distinctiveness in the area. For example, if development involves ground digging and excavations etc. it may have an impact on the local archaeology.</p> |
| Impact on local green and open spaces and biodiversity | <p>The proposal may lead to localised impacts on the local green and open spaces which may have an impact on local biodiversity, trees and other vegetation in the area. Will the proposal lead to loss (or creation) of green and blue infrastructure? For example, selling an open space may reduce access to open space within an area and lead to a loss of biodiversity. However, creating a new open space would have positive effects.</p> |
| Use of environmentally sustainable products, equipment and packaging' | <p>Will the decision present opportunities to incorporate the use of environmentally sustainable products (such as compostable bags, paper straws etc.), recycled materials (i.e. Forest Stewardship Council (FSC) Timber/wood), non-polluting vehicles, avoid the use of single use plastics and packaging.</p> |
| Minimising waste | <p>Will the decision minimise waste creation and the maximise recycling during the construction and operation</p> |

| | |
|--|---|
| | <p>of the development/programme/project? Will the decision provide opportunities to improve recycling? For example, if the proposal involves the demolition of a building or a structure, could some of the construction materials be reused in the new development or recycled back into the construction industry for use on another project?</p> |
| <p>Council plan priority: a city that takes a leading role in tackling climate change and deliver Route to Zero.</p> | <p>How does the proposal or decision contribute to tackling and showing leadership in tackling climate change and deliver Route to Zero aspirations?</p> |

If you require further assistance with completing this template, please contact: ESAGuidance@birmingham.gov.uk

Birmingham City Council

Cabinet

25 June 2024



Subject: Awarding Vision Screening Contracts via Provider Selection Regime

Commissioner Review

The paper sets out a 2+2 contract structure which provides an earlier opportunity to return to the market, should the suppliers not deliver the services contracted, giving BCC greater flexibility. Commissioners support the recommendations.

Birmingham City Council

Report to Cabinet

25th June 2024



| | |
|-------------------------------------|--|
| Subject: | AWARDING VISION SCREENING CONTRACTS VIA PROVIDER SELECTION REGIME |
| Report of: | Dr Justin Varney |
| Relevant Cabinet Member: | Councillor Nicky Brennan - Public Health (Interim) |
| Relevant O & S Chair(s): | Councillor Fred Grindrod- Health & Adult Social Care |
| Report author: | Marion Gibbon Assistant Director of Public Health (Children and Young People) Email: marion.gibbon@birmingham.gov.uk Jo Bradley Service Lead (Children and Young People) Email: joann.bradley@birmingham.gov.uk |

| | | |
|---|---|---|
| Are specific wards affected? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No – All wards affected |
| If yes, name(s) of ward(s): | | |
| Is this a key decision? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| If relevant, add Forward Plan Reference: 012877/2024 | | |
| Is the decision eligible for call-in? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| Does the report contain confidential or exempt information? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| If relevant, state which appendix is exempt, and provide exempt information paragraph number or reason if confidential: | | |
| Information relating to the financial or business affairs of any particular person (including the council) | | |

1 Executive Summary

- 1.1 This report requests approval to award new Vision Screening contracts to the existing service providers from 1st September 2024 for a 4-year (2 plus 2) contract, using the Provider Selection Regime (PSR) direct award process.
- 1.2 The Health and Care Act 2022 introduced legislative changes, creating integrated care systems, and promoting cooperation among health and care services. Part of these changes includes the Provider Selection Regime (PSR), governing the procurement of healthcare services in England procured by local authorities.
- 1.3 We are requesting authorisation to follow the direct award C process to award the vision screening contracts to all 3 existing providers. This will enable us to award contracts without going through a competitive procurement process.
- 1.4 The overall cost of the 4 year contracts, for the 3 providers to deliver the vision screening service, for the period 1st September 2024 – 31st August 2029, would be £1,233,709. This will be funded through the Public Health Grant.

2 Recommendations

- 2.1 That Cabinet:
 - 2.1.1 Approve implementation of the strategy set out in this report;
 - 2.1.2 Approves the commencement of procurement activity for Vision Screening in accordance with the requirement and approach set out in paragraphs 3.6 - 3.9 below;
 - 2.1.3 Delegates the award of contracts for Vision Screening to the Director of Public Health in consultation with the Interim Director Procurement, Director of Finance (& Section 151 Officer) (or their delegate) and the City Solicitor & Monitoring Officer.

3 Background

- 3.1 Screening for reduced vision in children aged 4 to 5 years is primarily undertaken to detect children with amblyopia, a form of abnormal vision system development. The most common predisposing conditions are strabismus (squint) and refractive error (focusing problems requiring glasses). Early detection of amblyopia is necessary to avoid permanent visual impairment by allowing treatment to be undertaken within the sensitive period of neuroplasticity (growth and change) in the visual system.
- 3.2 The UK National Screening Committee recommends that screening of children's vision should be offered to all children aged 4 to 5 years. The commissioning of vision screening for these children became the responsibility of local authorities in April 2013, as part of the Healthy Child Programme. Treatment provision remains the commissioning responsibility of BSol ICB.
- 3.3 The service currently incorporates 3 ophthalmic specialist providers, University Hospitals Birmingham, Birmingham Community Healthcare NHS Foundation Trust and Sandwell and West Birmingham Hospitals NHS Trust. They deliver their service

to primary schools within an agreed geographical area, which when put together, provides coverage across the whole of Birmingham.

- 3.4 The current providers extended 17 month contracts end on 31st August 2024.
- 3.5 The current providers are all working to the same service specification, albeit with geographical differences. With identical Key Performance Indicators (Service Standards) to meet, all providers are contract managed through individual quarterly monitoring meetings and have continued to meet service delivery expectations since we have taken over the contracts in Autumn 2021.
- 3.6 The Health and Care Act 2022 introduced legislative changes, creating integrated care systems, and promoting cooperation among health and care services. Part of these changes includes the Provider Selection Regime (PSR), outlined in the Healthcare Services regulations 2023. From 1st January 2024, this governs the procurement of healthcare services in England by local authorities and replaces previous procurement rules for NHS and local authority funded health care services.
- 3.7 Local Authorities can choose from three provider selection processes under PSR:
- direct award processes (A, B and C)
 - most suitable provider process and
 - competitive process.
- 3.8 Direct award process C is applicable where:
- The relevant authority is not bound by processes A or B.
 - An existing contract is expiring, and the proposed contracting arrangements are not changing considerably from the existing contract the authority proposes a new contract with no significant changes.
 - The Council believes the existing provider (or group) is satisfying the existing contract to a sufficient standard, according to the detail outlined in the contract, and also taking into account the key criteria and applying the basic selection criteria.
 - The Council is of the view that the existing provider will likely satisfy the proposed contract to a sufficient standard taking into account the key criteria and applying the basic selection criteria.
 - It is not used to establish a framework agreement.
- 3.9 Following this PSR process allows flexibility, collaborative engagement, and a reduction in bureaucracy in the procurement process leading to a direct award to providers already delivering this service.

4 Options considered and Recommended Proposal

- 4.1 Option 1: Do nothing and allow the vision screening contracts to come to an end without further funding.

4.1.1 This could lead to an increase in permanent visual impairments due to a lack of early detection of amblyopia.

4.2 Option 2. Go out to competitive tender.

4.2.1 This is a specialist Orthoptist led service, delivered by all 3 NHS Trusts in Birmingham. To help us decide how to progress procurement of a service from September 2024, we asked all 3 providers if a) they would be interested in delivering this service as a single provider across the city b) they would want to continue as they were c) if they wanted to stop providing the service. All 3 providers confirmed that they wanted to continue providing the service as they currently do. They cited reasons such as, not having the capacity to deliver a city wide service and concerns that this would increase costs due to additional travel etc.

4.3 Option 3. Recommended Option: Follow the provider selection, Direct Award Process C, under the new PSR.

4.3.1 This option will continue to ensure early detection of amblyopia in children 4-5 years old in order to avoid permanent visual impairment.

5 Consultation

5.1 N/A

6 Risk Management

6.1 Should the option to discontinue the vision screening service at the end of August 2024 be taken, the following risk has been identified:

6.1.1 This could lead to an increase in permanent visual impairments for children due to a lack of early detection of amblyopia.

7 Compliance Issues:

7.1 How are the recommended decisions consistent with the City Council's priorities, plans and strategies?

7.1.1 The recommended decision supports Birmingham City Council 's Corporate Plan 2022-2026 To Support, To Serve, To Level Up

- An Inclusive Birmingham.
- A Healthy Birmingham.

7.1.2 The recommended decision supports Change for Children and Young People 2023-2028

- Healthy as possible and nurtured throughout our life course.

7.1.3 The recommended decision is consistent with Creating a Bolder, Healthier City: Health and Wellbeing Board Strategy 2022-2030.

7.2 Legal Implications

- 7.2.1 The commissioning of vision screening became the responsibility of local authorities in April 2013, as part of the Healthy Child Programme.
- 7.2.2 Section 12 of the Health and Social Care Act 2012 introduced a new duty at Section 2B of the NHS Act 2006 Act for all upper-tier and unitary local authorities in England to take appropriate steps to improve the health of the people who live in their areas.

7.3 Financial Implications

- 7.3.1 The responsibility for commissioning The Healthy Child Programme transferred to the Local Authority on the 1st April 2013. Local authorities are responsible for commissioning vision screening as part of this programme.
- 7.3.2 In September 2023 the Council issued 2 Section 114 notices as part of the plans to meet the council's financial liabilities relating to equal pay claims and an in-year financial gap within its budget. An Improvement and Recovery Plan (IRP) has since been developed and is now in progress.
- 7.3.3 The vision screening element of the Healthy Child Programme is not funded through the General Fund of the local authority.
- 7.3.4 The vision screening service is funded through the Ring Fenced Public Health Grant.
- 7.3.5 The overall cost for the 3 providers to deliver the vision screening service, for the period 1st September 2024 – 31st August 2029, would be £1,233,709.
- 7.3.6 Vision screening has a positive impact for children, their families and Birmingham City Council Services. Of significance is the impact on identifying early visual impairment, which ensures more positive outcomes for the child and their family. In addition, early identification can reduce the need for and use of Birmingham City Council's Special Educational Needs and Disability (SEND) Services and in the longer term, contribute to increasing educational outcomes and attainment.

7.4 Procurement Implications (if required)

- 7.4.1 The recently introduced Provider Selection Regime and Direct Award process 'C' will be followed. This is because the following tests have been satisfied:

Considerable Change

The proposed contracting arrangements are not changing considerably from the existing contract; as set out in Regulation 6(10) of the PSR, the threshold for considerable change is met where the change:

- a. renders the proposed contracting arrangements materially different in character to the existing contract when that existing contract was entered into; or:

- b. meets all the following:
 - the change, (to the proposed contracting arrangements as compared with the existing contract), is attributable to a decision made by the Council.
 - the lifetime value of the proposed new contract is at least £500,000 higher (i.e., equal to or exceeding £500,000) than the lifetime value of the existing contract when it was entered into.
 - the lifetime value of the proposed new contract is at least 25% higher (i.e., equal to or exceeding 25%) than the original lifetime value of the existing contract when it was entered into.

The thresholds for considerable change in a) and b) above are not met, the proposed contract is not materially different from the existing contract and the lifetime values of the new contracts are within the £500,000 and 25% tolerances.

Satisfying the Existing Contract

The Council believes the existing providers are satisfying the existing contract to a sufficient standard, and will likely satisfy the proposed contract to a sufficient standard taking into account the Key Criteria as follows:

(a) Quality and innovation. There are 5 Programme Standards included in the service specification for each provider to meet and they are managed as Key Performance Indicators. They are 1) Identify the population, ensure coverage 2) Maximise performance of the screening test 3) Maximise reporting of results 4) Ensure timely entry into care pathway for diagnostic assessments 5) Reduce the incidence of false positive outcome. All providers have continued to meet the Programme Standards since we took over the contracts in Autumn 2021. The Standards will continue to be reviewed against the national specification expectations and if required, will be updated prior to any new contracts being agreed.

(b) Value. Since the service came across from Birmingham and Solihull (BSol) Clinical Commissioning Group (CCG) in October 2021, the providers delivered the services without any additional costs to the Public Health Grant for the first 2 years of the contract. Due to increasing inflationary pressures, and in line with other Public Health contracts, they have received a 3% increase for 2023/24. For 2024/25 a 1% increase has been agreed, again in line with other Public Health contracts.

(c) Integration, collaboration and service sustainability. The screening programme is dependent on effective working relationships (formal and informal) between the screening programme, ophthalmology departments, community orthoptic services, local educational services, optometric services, and primary care professionals, including school nursing/healthy

child services, optical practices and GPs. It is essential that the responsible care provider is identified at all times, including during and after handover of care.

The Providers are expected to fully contribute to ensuring that cross boundary systems are in place to maintain the quality and safety of the entire screening pathway.

(d) Improving access. The provider is expected to ensure fair access to screening and referral to subsequent diagnostic testing. This is delivered through approaches such as the design of the service, to ensure that there are no obstacles to access on the grounds of the 9 protected characteristics as defined in the [Equality Act 2010](#).

(e) Social value. As the contract was inherited from BSol CCG there was not the opportunity to agree Birmingham City Council social value expectations. This will be addressed and agreed with any new contracts.

In addition, the basic selection criteria will be applied to each of the providers prior to any award being made.

7.4.2 Therefore, given the above, the Council wishes to follow Direct Award process C for the award of these contracts. Furthermore, these arrangements will not establish a framework agreement.

7.4.3 Council Officers involved in the procurement of this service have been requested to complete the 'Procurement and Contract Governance Rules, Conduct and Conflict of Interest' form and no conflicts have been declared.

7.5 Human Resources Implications (if required)

7.5.1 None.

7.6 Public Sector Equality Duty

7.6.1 In having regard to the Public Sector Equality Duty, it is noted that the decision set out in this report is likely to support the Council's need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.

7.6.2 Please see **Appendix 2** for the Equality Impact Assessment Forms.

7.7 Environmental and Sustainability Implications

7.7.1 Please see **Appendix 1** for the Environmental and Sustainability Assessment.

8 Appendices

Appendix 1 - Environment and Sustainability Assessment

Appendix 2 - Equality Impact Assessment Forms

Appendix 3 - Procurement Cabinet Member Briefing

9 Background Documents

9.1 N/A

Environment and Sustainability Assessment

Birmingham City Council is required to assess any positive or negative impacts that any policy/strategy/ decision/development proposal is likely to have on the environment. To complete the assessment you should consider whether that policy/development/proposal will have a positive or a negative impact on each of the key themes by placing a (√) for positive, (x) for negative and (?) for unclear impact, and (N/A) for non-applicable impact. The assessment must be completed for all Cabinet reports. It is the responsibility of the Service Director signing off the report to ensure that the assessment is complete. The officers from the sustainability team can help to fill the assessment especially during the early days of implementation.

| Theme | Example |
|--|---|
| Natural Resources- Impact on natural resources including water, soil, air. | Does the decision increase water use? Does the decision have an impact on air quality? Does the decision impact on soil? For example, development will typically use water for carrying out various operations and, once complete, water will be needed to service the development. Providing water to development and treating affluent water requires energy and contributes to climate change. Some of the activities including construction or disposal of waste may lead to soil pollution. The decisions may lead to more journeys thereby deteriorating air quality and thus contribution to climate change and greenhouse gases. |
| Energy use and CO ₂ emissions. | Will the decision have an impact on energy use? Will the decision impact on carbon emissions? Most day-to-day activities use energy. The main environmental impact of producing and using energy such as electricity, gas, and fuel (unless it is from a renewable source) is the emission of carbon dioxide. |
| Quality of environment. | Does the decision impact on the quality of the environment? Decisions may have an impact on the overall setting, character and distinctiveness in the area. For example if development involves ground digging and excavations etc. it may have an impact on the local archaeology. |
| Impact on local green and open spaces and biodiversity | The proposal may lead to localised impact on the local green and open spaces which may have an impact on local biodiversity, trees and other |

| | |
|--|--|
| | <p>vegetation in the area. For example selling an open space may reduce access to open space within an area and lead to a loss of biodiversity. However, creating a new open space would have positive effects.</p> |
| <p>Use of environmentally sustainable products, equipment and packaging'</p> | <p>Will the decision present opportunities to incorporate the use of environmentally sustainable products (such as compostable bags, paper straws etc.), recycled materials (i.e. Forest Stewardship Council (FSC) Timber/wood), non-polluting vehicles, avoid the use of single use plastics and packaging.</p> |
| <p>Council plan priority: a city that takes a leading role in tackling climate change and deliver Route to Zero.</p> | <p>How does the proposal or decision contribute to tackling and showing leadership in tackling climate change and deliver Route to Zero aspirations?</p> |

| | | | | |
|---|------------------------|---|---------------------------|--|
| Project Title: | | Child vision screening service | | |
| Department: Strategic, Equality and Partnerships | | Team: Public Health : Children and Young People team | | Person Responsible for assessment: Marion Gibbon, Assistant Director of Public Health |
| Date of assessment: 10/04/2024 | | Is it a new or existing policy - Existing policy | | |
| Brief description of the proposal: Approval is sought to award new vision screening contracts to the existing service providers from 1st September 2024 for a 4-year contract at a cost of £1,233,709 to the Public Health Grant, using the Provider Selection Regime (PSR) direct award process. | | | | |
| Potential impacts of the policy/development decision/procedure/ on: | Positive Impact | Negative Impact | No Specific Impact | What will the impact be? If the impact is negative, how can it be mitigated, what action will be taken? |
| Natural Resources- Impact on natural resources including water, soil, air | | | √ | No specific impact |
| Energy use and CO ₂ emissions | √ | | | NHS England support proposals for green travel plans to encourage active travel for staff and patients accessing and working on NHS sites. |
| Quality of environment | √ | | | Moving more healthcare out of hospitals close to people's homes, digital transformation, and development of new models in delivering care. |
| Impact on biodiversity | | | √ | No specific impact |
| Use of sustainable products and equipment | √ | | | NHS drive to reduce the use of single-use materials and plastics. |
| Council plan priority: a city that takes a leading role in tackling climate change | | | √ | No specific impact |

| | |
|---|--|
| Overall conclusion on the environmental and sustainability impacts of the proposal' | NHS has a net-zero strategy with an ambition to become net-zero by 2045 by setting two targets <ul style="list-style-type: none"> - For emissions controlled directly by the NHS (the 'NHS carbon footprint'); net-zero by 2040, with an ambition to reach 80% reduction by 2028-32 - For an extended set of emissions including those that they can influence in the supply chain (the 'NHS carbon footprint plus'); net zero by 2045, with and ambition to reach 80% by 2036-39. |
|---|--|

If you require assistance in completing this assessment then please contact: Amit Bratch (amit.bratch@birmingham.gov.uk).

Equality Impact Assessment Form

Before you start

- If you are not familiar with completing Equality Impact Assessments (EIAs), then please read this best practice guide for more details about how to conduct an EIA:
<https://birminghamcitycouncil.sharepoint.com/sites/EqualityImpactAssessment/Shared%20Documents/General/Documentation/EIA%20Best%20Practice%20Guide%20-%20NEW.docx>
- This **online form** is intended to help you complete an EIA and to record the results. This is important to comply with our legal duties under the Equality Act 2010.
- An EIA needs to be undertaken by someone with a good understanding of the service. There must be proper consideration of the evidence and issues before filling in the form – it must not be completed as a 'tick box' exercise.
- Support and advice is available from the Equalities Team in Strategy, Equality & Partnerships Directorate (EqualitiesCohesionTeam@birmingham.gov.uk). The Insight, Policy and Strategy Team (CityObservatory@birmingham.gov.uk) can assist with access to data and tools such as those on the Birmingham City Observatory (<https://www.cityobservatory.birmingham.gov.uk>).
- It is important you read all sections fully and understand them before proceeding.
- If you do not complete this form in one go, you can return using the same link and continue. This uses browser cookies so be sure to not be working In Private mode or delete your cookies.

What is an Equality Impact Assessment?

An Equality Impact Assessment (EIA) is a systematic assessment of services, functions, policies and procedures (collectively referred to as proposals). The EIA involves anticipating, recording, acting on and reviewing the consequences of proposals on everyone and making sure that, as far as possible, any negative consequences are eliminated or minimised and opportunities for advancing equality are maximised.

An EIA must be completed before proposals are put in place. This is because we are required to understand the equality impact of our decisions before we take them. EIAs must not be completed only at the end of a decision-making process as a 'tick box' exercise.

We use a Sharepoint site to record our EIAs

(<https://birminghamcitycouncil.sharepoint.com/sites/EqualityImpactAssessment/Shared%20Documents/General/Equality%20Impact%20Assessment%20Form.xlsx>). This allows us to provide evidence of a robust approach where we have considered the relevant evidence and taken account of the required issues.

To perform a robust EIA you must use evidence. This may include evidence from Council services,

for example about who uses a particular service, and also evidence from the Birmingham City Observatory which provides our 'single source of the truth' about Birmingham and its residents.

The purpose of an EIA is to improve everything that Birmingham City Council does by making sure we do not unfairly discriminate and that, where possible, we advance equality and foster good relations between different groups. When done properly, EIAs ensure equality issues are mainstreamed through everything we do by getting individuals and teams to think carefully about the likely impact of their work on residents, visitors, employees and potential employees and to take action to improve our services, functions, policies and procedures.

An EIA should pre-empt issues: anticipate what the impact of the policy is on different groups of residents and staff so that we can try to mitigate any negatives and maximise positive impacts.

An introduction to the Equality Act 2010



1

Are you familiar with the Equality Act 2010? * 

An introduction to the Equality Act 2010



Yes - Continue

No - End of form

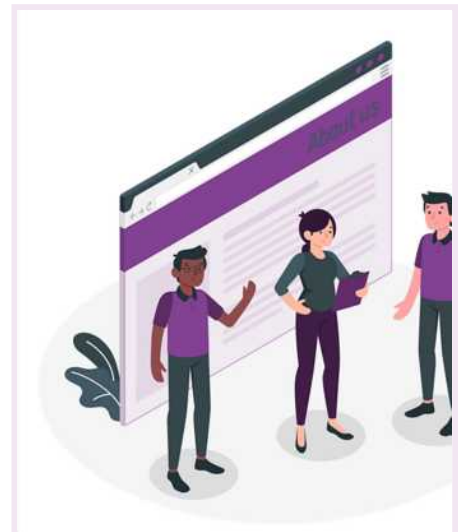
2

What would you like to do next? * 

Take me straight to the EIA form

Tell me why I need to complete an EIA

EIA Form - About your Equality Impact Assessment



Please only complete this section AFTER you have performed your Equalities Impact Assessment. This is used to record your completion.


3

Subject of the EIA * 

This may be the name of your project, service, product or deliverables

Child Vision screening service


4

Brief description of the policy, service or function covered by the EIA * 

Details about your project, service, product or deliverables

The UK National Screening Committee recommends vision screening for children aged


5

Equality Assessment is in support of... * 

Select all those that apply

- New function
- New policy
- New service
- New strategy
- Amended function
- Amended policy
- Amended service
- Amended function
- Amended/refreshed strategy

6

How frequently will you review impact and mitigation measures identified in this EIA? * 

You should review this EIA every time the proposal is adjusted/amended, including impact and mitigation options

- Quarterly
- Six months
- Annually
- Every two years
- No preference
- Not required

7

Due date of the first review * 

Based on the review frequency, please enter the date when your first review is due to take place

07/04/2025



Directorate, Division &
Service Area



Details about your service are or those which will be impacted by this assessment.

8

Which directorate(s) are responsible for this EIA? * 

Select all those that apply

- Adults Social Care
- Birmingham Childrens Trust
- Children and Families
- City Housing
- City Operations
- People Services
- Places, Prosperity and Sustainability
- Strategy, Equalities and Partnerships


9

Division * 

What division is responsible for this?

Public Health

10

Service area 

What service area/team is responsible for this?

Children and young people team

11

Is this EIA related to budget savings or RRR? * 

RRR being Reset, Reshape, Restart

Yes

No

Officers



Here we will ask you to let us know who **within your team** are your officers responsible for approvals. It is important to note that the Equality Impact Assessment process is entirely governed and quality controlled by you and your team. The equalities team will act as the custodians of the completed assessments only.

Please enter their full email address only. i.e william.adama@birmingham.gov.uk

12

What is the responsible officer's **name**? * 

Enter your answer

13

What is the responsible officer's **email address**? * 

This is the person completing this form. **MUST BE AN EMAIL ADDRESS ONLY!**

Kathy Lee

14

What is the accountable officer's **name**? * 

This **MUST not** be the same as the responsible officer

Enter your answer

15

What is the accountable officer's **email address**? * 

This is the person responsible for making the final decision on the EIA and the policy, plan, procedure etc. This will usually be an Assistant Director or Director. **MUST BE AN EMAIL ADDRESS ONLY!**

Marion Gibbon

Data sources



There is no single method of finding out what we need to know to make sure our services are accessible and appropriate. The usefulness of the data we collect is only as good as the questions we ask, and what we do with the answers we get. You will need to:

- Decide what information or data you need.
- Use your and your colleagues' knowledge.
- Use existing monitoring data.
- Use existing customer feedback information.
- Consider complaints about the service, function, policy or procedure.
- Consider information about take up and who is not able to access the service or benefit from the proposal.
- Research best practice, the internet is one way of doing this.
- Consider the relevance of the national Census, other national statistics, research, economic and workforce data.
- Consider existing consultation and what this tells you.
- Ensure there is information that allows all perspectives to be taken into account.

You will now need to decide whether you need to obtain further information. When deciding how and what further information should be collected, you need to consider:

- What data and information is available?
- What data and information would be useful?
- Who might hold relevant information? (both internally and externally)?
- How can you proactively identify external research and data?
- Is new data/research needed? If so, where will it come from?
- Are you confident about the validity of both the internal and external data?

It is suggested that the following questions should be kept in mind when analysing data:

- What do I need/want to know?
- Who can help me determine what data is required and where to get this from?
- What data is needed to ensure that all perspectives are taken into account?
- What existing quantitative and qualitative data is available internally and externally?

- What additional information is required? Various data collection techniques are likely to be used during an EIA, these may include:
- Knowledge
- Review of complaints made
- Surveys
- Evidence from consultations / community consultation
- Performance data / Inspection / audit / assessment
- Existing research
- Monitoring information

Don't let lack of evidence put you off

It may sound contradictory, but **lack of evidence should not prevent an equality impact assessment from being undertaken** – provisionally. In cases of new policies or management decisions there may be little evidence. In such cases you should make a judgement that is as reliable as possible.

Provisional assessments are sometimes called screening assessments, initial assessments or partial assessments.

Where a provisional assessment has been carried out, there must be plans to gather the required data so that a full assessment can be completed after a reasonable time. The scale of these plans should be proportionate to the issue at hand. When there is enough evidence a full impact assessment should be prepared. In both cases – initial and full assessments – the process around the four key questions remains the same.

16

Data sources


What sources of data, evidence and insight have been used to support this assessment. Select all those that apply

- Birmingham City Observatory data and insight
- Consultation results
- Interviews
- Quantitative data (please specify in the box below)
- Relevant reports/strategies
- Relevant research
- Surveys

Oracle

Other

17

Data source details 

Please provide details of the data sources such as links where relevant

'Health for ALL Children' (Hall and Elliman,2006), UK national screening committee, Public Health England (OHID) updates.

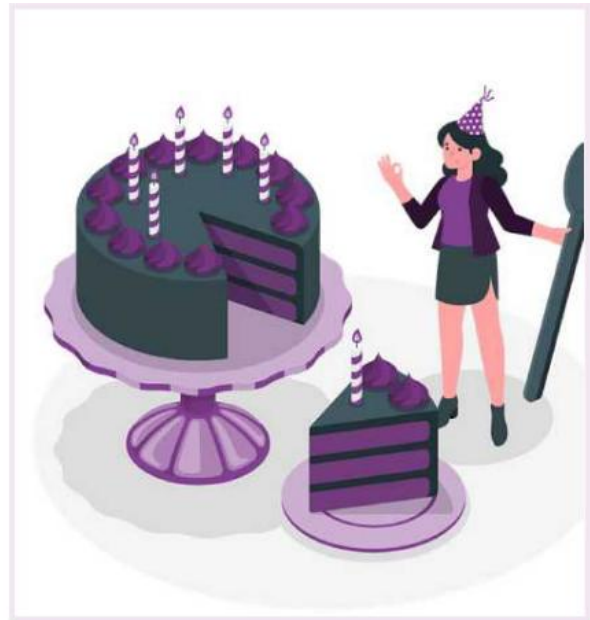
Protected Characteristics



The following pages will prompt you to think about each of the protected characteristics you should consider in your Equality Impact Assessment. These include, but not limited to age, gender and ethnicity.

We will also use the details entered to provide real-time reports which will help shape our services and understand the needs of our citizens.

Protected Characteristic - Age



Things to Consider

Consider any discriminatory employment practices including recruitment, personal development, promotion, entitlements and retention.

Services should be provided, regardless of age, on the basis of clinical need alone.

💡 Key Facts

As of 2021, Birmingham has a population of 1.14 million people, of which;

- 20.9% (239,348) are children aged under 15
- 66.0% (755,082) are adults aged 15 to 64
- 13.1% (150,486) are aged 65 and over

It is of the youngest cities in England with 38% of the population (435,641) is aged 25 and under.

Birmingham has a median age of 34 years. Even though Birmingham is younger than the national median (40 years), the increase in median age (from 32 in Census 2011) suggests an increasingly ageing population.

Wards (count) with the highest number of people aged 25 and under are;

- Bournbrook and Selly Park (15,339)
- Alum Rock (13,454)
- Sparkbrook and Balsall Heath East (12,442)

Find out more

You can find out more about the age makeup in Birmingham by using the following resources:

📍 Census 2021 - City Observatory:

[https://app.powerbi.com/view?](https://app.powerbi.com/view?r=eyJrIjoibmV3ZjYwMjgtOGE3Yi00NjE5LWVhZTktNmJkMTAyMTQ5OTdjliwidCI6IjY5OWFjZTY3LWQyZTQtNGJkZC1iMzAzLWQyYmJlMmI5YmJmMSJ9)

[r=eyJrIjoibmV3ZjYwMjgtOGE3Yi00NjE5LWVhZTktNmJkMTAyMTQ5OTdjliwidCI6IjY5OWFjZTY3LWQyZTQtNGJkZC1iMzAzLWQyYmJlMmI5YmJmMSJ9](https://app.powerbi.com/view?r=eyJrIjoibmV3ZjYwMjgtOGE3Yi00NjE5LWVhZTktNmJkMTAyMTQ5OTdjliwidCI6IjY5OWFjZTY3LWQyZTQtNGJkZC1iMzAzLWQyYmJlMmI5YmJmMSJ9)

📍 Birmingham Area and Ward Profiles - City Observatory:

[https://app.powerbi.com/view?](https://app.powerbi.com/view?r=eyJrIjojZTkxMjVIMjMtODhhNi00NTM5LTgzOGUtOTlkNDEwMTAwY2FmliwidCI6IjY5OWFjZTY3LWQyZTQtNGJjZC1iMzAzLWQyYmJlMmI5YmJmMSJ9)

[r=eyJrIjojZTkxMjVIMjMtODhhNi00NTM5LTgzOGUtOTlkNDEwMTAwY2FmliwidCI6IjY5OWFjZTY3LWQyZTQtNGJjZC1iMzAzLWQyYmJlMmI5YmJmMSJ9](https://app.powerbi.com/view?r=eyJrIjojZTkxMjVIMjMtODhhNi00NTM5LTgzOGUtOTlkNDEwMTAwY2FmliwidCI6IjY5OWFjZTY3LWQyZTQtNGJjZC1iMzAzLWQyYmJlMmI5YmJmMSJ9)

 **Joint Strategic Needs Assessment of Older Adults - Birmingham City Council:**

[https://app.powerbi.com/view?](https://app.powerbi.com/view?r=eyJrIjojMzQzM2UxYTltZDk1ZC00ZDdlLTgxMjktN2Q2YWQ0NzE0ODRiliwidCI6IjY5OWFjZTY3LWQyZTQtNGJjZC1iMzAzLWQyYmJlMmI5YmJmMSJ9)

[r=eyJrIjojMzQzM2UxYTltZDk1ZC00ZDdlLTgxMjktN2Q2YWQ0NzE0ODRiliwidCI6IjY5OWFjZTY3LWQyZTQtNGJjZC1iMzAzLWQyYmJlMmI5YmJmMSJ9](https://app.powerbi.com/view?r=eyJrIjojMzQzM2UxYTltZDk1ZC00ZDdlLTgxMjktN2Q2YWQ0NzE0ODRiliwidCI6IjY5OWFjZTY3LWQyZTQtNGJjZC1iMzAzLWQyYmJlMmI5YmJmMSJ9)

 **Local Area Profiles - Birmingham City Council:**

https://www.birmingham.gov.uk/info/50268/joint_strategic_needs_assessment_jsna/1332/local_area_health_profiles


 **Local Authorities Health Profiles - Public Health England:**

<https://fingertips.phe.org.uk/profile/health-profiles/data#page/1/ati/302/are/E08000025>

 **Child and Maternal Health - Public Health England**

<https://fingertips.phe.org.uk/profile/child-health-profiles/data#page/1/ati/402/are/E08000025>

18

Does this proposal impact people due to their age as per the Equality Act 2010? * 

Yes

No

19

Please describe how this proposal does not impact people due to their age

* 

Enter your answer

Protected Characteristic - Disability



Definition

You are disabled under the Equality Act 2010 if you have a physical or mental impairment that has a 'substantial' and 'long-term' negative effect on your ability to do normal daily activities. 'Substantial' is more than minor or trivial, e.g. it takes much longer than it usually would to complete a daily task like getting dressed and 'long-term' means 12 months or more, e.g. a breathing condition that develops as a result of a lung infection. People with progressive conditions can be classified as disabled and under the legislation some specific conditions are classified as disabled from the day of diagnosis (HIV, cancer or multiple sclerosis).

Things to Consider

Consider reasonable steps that can be taken to accommodate the disabled persons requirements, including:

- Physical access
- Format of information
- Time of interview or consultation event
- Personal assistance
- Interpreter
- Induction loop system
- Independent living equipment
- Content of interview of course etc.

Steps to make reasonable adjustments to service delivery and employment practices to ensure 'accessible to all'.

💡 Key Facts

17.3% of the population (198,064) is disabled under the Equality Act.

26.5% of households (112,069) have at least 1 disabled person under the Equality Act.

8% of households (33,890) have 2 or more disabled people under the Equality Act.

Breakdown by Ward (count) indicates with the highest number of people who are disabled under the Equality Act are Bartley Green (5,115), Weoley and Selly Oak (4,942), Glebe Farm and Tile Cross (4,815), Longbridge and West Heath (4,790).

The wards where people who are disabled under the Equality Act, account for a higher proportion of the population relative to other wards: Castle Vale (25.8%; 2,560), Frankley Great Park (23.5%; 2,978) and Shard End (23.2%; 2,857).

Find out more

You can find out more about the disability makeup and health in Birmingham by using the following resources:

Census 2021 - City Observatory:

[https://app.powerbi.com/view?](https://app.powerbi.com/view?r=eyJrIjoieNDE3ZjYwMjgtOGE3Yi00NjEyLWVhZDktNmJkMTAyMTQ5OTdjIiwidCI6IjY5OWFjZTY3LWQyZTQtNGJjZC1iMzAzLWQyYmJlMmI5YmJmMSJ9)

[r=eyJrIjoieNDE3ZjYwMjgtOGE3Yi00NjEyLWVhZDktNmJkMTAyMTQ5OTdjIiwidCI6IjY5OWFjZTY3LWQyZTQtNGJjZC1iMzAzLWQyYmJlMmI5YmJmMSJ9](https://app.powerbi.com/view?r=eyJrIjoieNDE3ZjYwMjgtOGE3Yi00NjEyLWVhZDktNmJkMTAyMTQ5OTdjIiwidCI6IjY5OWFjZTY3LWQyZTQtNGJjZC1iMzAzLWQyYmJlMmI5YmJmMSJ9)

Birmingham Area and Ward Profiles - City Observatory:

[https://app.powerbi.com/view?](https://app.powerbi.com/view?r=eyJrIjoieZTktNmJkMTAwY2FmIiwidCI6IjY5OWFjZTY3LWQyZTQtNGJjZC1iMzAzLWQyYmJlMmI5YmJmMSJ9)

[r=eyJrIjoieZTktNmJkMTAwY2FmIiwidCI6IjY5OWFjZTY3LWQyZTQtNGJjZC1iMzAzLWQyYmJlMmI5YmJmMSJ9](https://app.powerbi.com/view?r=eyJrIjoieZTktNmJkMTAwY2FmIiwidCI6IjY5OWFjZTY3LWQyZTQtNGJjZC1iMzAzLWQyYmJlMmI5YmJmMSJ9)

Family Resources Survey - Gov UK:

<https://www.gov.uk/government/statistics/family-resources-survey-financial-year-201819>

Community Health Profiles - Birmingham City Council:

https://www.birmingham.gov.uk/info/50305/community_health_profiles


Local Area Health Profiles - Birmingham City Council:

https://www.birmingham.gov.uk/info/50268/joint_strategic_needs_assessment_jsna/1332/local_area_health_profiles

Learning Disability Profiles - Public Health England

<https://fingertips.phe.org.uk/profile/learning-disabilities/data#page/1>


20

Does this proposal impact those people with a disability as per the Equality Act 2010? * 

Yes

No

21

Please describe how this proposal does not impact people due to their disability * 

Enter your answer

Protected Characteristic - Sex



Definition

Gender refers to the characteristics of women, men, girls and boys that are socially constructed. This includes norms, behaviours and roles associated with being a woman, man, girl or boy, as well as relationships with each other. As a social construct, gender varies from society to society and can change over time.

Gender interacts with but is different from sex, which refers to the different biological and physiological characteristics of females, males and intersex persons, such as chromosomes, hormones and reproductive organs. Sex and gender are related to but different from gender identity. Gender identity refers to a person's deeply felt, internal and individual experience of gender, which may or may not correspond to the person's physiology or designated sex at birth.

Things to consider

- Equal access to recruitment, personal development, promotion and retention.
- Childcare arrangements that do not exclude a candidate from employment and the need for flexible working.
- The provision of single sex facilities, toilets, wards etc.
- Equality of opportunity in relation to health care for individuals irrespective of whether they are male, female, single, divorced, separated, living together or married.

Key Facts

There are slightly more females (584,496; 51.1%) than males (560,423; 48.9%) in Birmingham – and this observation can be seen at the national level (England and Wales), as females

account for 30.4 million (51.0%) of the population, whilst males make up 29.2 million (49.0%)

Breakdown by ward indicates the wards with the highest concentrations of females are Alum Rock (14,115), Sparkbrook and Balsall Heath East (13,635), Glebe Farm and Tile Cross (12,753) and Hall Green North (12,610).

The wards with the highest concentrations of males are Alum Rock (13,903), Sparkbrook and Balsall Heath East (13,699), Ladywood (13,224) and Soho and Jewellery Quarter (13,166).

Wards where females account for a higher proportion of the population relative to other wards are Castle Vale (54.1%; 5,379), Bournbrook and Selly Park (53.3%; 11,933) and Shard End (53.2%; 6,561).

The wards where males account for a higher proportion of the population relative to other wards are Birchfield (51.9%; 6,473), Soho and Jewellery Quarter (51.7%; 13,166) and North Edgbaston (51.6%; 11,645).

Find out more

You can find out more about the sex makeup in Birmingham by using the following resources:

Census 2021 - City Observatory:

[https://app.powerbi.com/view?](https://app.powerbi.com/view?r=eyJrIjoiNDE3ZjYwMjgtOGE3Yi00NjEyLWEyZTktNmJjMTAyMTQ5OTdjIiwidCI6IjY5OWFjZTY3LWQyZTQtNGJjZC1iMzAzLWQyYmJlMmI5YmJmMSJ9)

[r=eyJrIjoiNDE3ZjYwMjgtOGE3Yi00NjEyLWEyZTktNmJjMTAyMTQ5OTdjIiwidCI6IjY5OWFjZTY3LWQyZTQtNGJjZC1iMzAzLWQyYmJlMmI5YmJmMSJ9](https://app.powerbi.com/view?r=eyJrIjoiNDE3ZjYwMjgtOGE3Yi00NjEyLWEyZTktNmJjMTAyMTQ5OTdjIiwidCI6IjY5OWFjZTY3LWQyZTQtNGJjZC1iMzAzLWQyYmJlMmI5YmJmMSJ9)

Birmingham Area and Ward Profiles - City Observatory:

[https://app.powerbi.com/view?](https://app.powerbi.com/view?r=eyJrIjoiZTkxMjY1MjMtODhhNi00NTM5LTgzOGUtOThkNDEwMTAwY2FmIiwidCI6IjY5OWFjZTY3LWQyZTQtNGJjZC1iMzAzLWQyYmJlMmI5YmJmMSJ9)

[r=eyJrIjoiZTkxMjY1MjMtODhhNi00NTM5LTgzOGUtOThkNDEwMTAwY2FmIiwidCI6IjY5OWFjZTY3LWQyZTQtNGJjZC1iMzAzLWQyYmJlMmI5YmJmMSJ9](https://app.powerbi.com/view?r=eyJrIjoiZTkxMjY1MjMtODhhNi00NTM5LTgzOGUtOThkNDEwMTAwY2FmIiwidCI6IjY5OWFjZTY3LWQyZTQtNGJjZC1iMzAzLWQyYmJlMmI5YmJmMSJ9)

How Life Has Changed in Birmingham - ONS:

<https://www.ons.gov.uk/visualisations/censusareachanges/E08000025/>

22

Does this proposal impact citizens based on their sex as per the Equality Act 2010? *

Yes

No

Please describe how this proposal does not impact people due to their sex *



Enter your answer

Protected Characteristic - Gender Reassignment



Definition

Gender reassignment is the process of transitioning from one gender to another.

Things to Consider

- Equal access to recruitment, personal development, promotion and retention.
- Equality of opportunity in relation to health care for individuals irrespective of whether they are male or female.
- The maintenance of confidentiality about an individual's sexuality. The process of transitioning from one gender to another.
- Equal access to recruitment, personal development, promotion and retention.
- Equality of opportunity in relation to health care for individuals irrespective of whether they are male or female.
- The maintenance of confidentiality about an individual's sexuality.

💡 Key Facts

0.5% of people aged 16 and over (4,168) have a gender identity that is different from the sex registered at birth but they did not give a specific identity.

Trans men make up 0.2% of the 16 and over population (1,405).

Trans women make up 0.1% of the 16 and over population (1,327).

All other gender identities make up 0.1% of the 16 and over population (924).

Find out more

You can find out more about the gender reassignment makeup in Birmingham by using the following resources:

Census 2021 - City Observatory:


[https://app.powerbi.com/view?](https://app.powerbi.com/view?r=eyJrIjoiNDE3ZjYwMjgtOGE3Yi00NjEyLWEyZTktNmJjMTAyMTQ5OTdjIiwidCI6IjY5OWFjZTY3LWQyZTQtNGJjZC1iMzAzLWQyYmJlMmI5YmJmMSJ9)

[r=eyJrIjoiNDE3ZjYwMjgtOGE3Yi00NjEyLWEyZTktNmJjMTAyMTQ5OTdjIiwidCI6IjY5OWFjZTY3LWQyZTQtNGJjZC1iMzAzLWQyYmJlMmI5YmJmMSJ9](https://app.powerbi.com/view?r=eyJrIjoiNDE3ZjYwMjgtOGE3Yi00NjEyLWEyZTktNmJjMTAyMTQ5OTdjIiwidCI6IjY5OWFjZTY3LWQyZTQtNGJjZC1iMzAzLWQyYmJlMmI5YmJmMSJ9)

Gender reassignment Factsheet - Birmingham City Council:

https://www.birmingham.gov.uk/downloads/file/2616/gender_reassignment_factsheet


24

Does this proposal impact people who are proposing to undergo, undergoing or have undergone a process to reassign one's sex as per the Equality Act 2010? * 

Yes

No

25

Please describe how this proposal does not impact people due to gender reassignment * 

Enter your answer

Protected Characteristic - Marriage and Civil Partnership



Things to Consider

Equal access to recruitment, personal development, promotion and retention.

Equality of opportunity in relation to health care for individuals irrespective of whether they are single, divorced, separated, living together or married or in a civil partnership.

Key Facts

44.9% of the 16 and over population (399,065) has never been married or has never registered a civil partnership.

40% of the 16 and over population (355,416) is married or in a registered civil partnership.

7.3% of the 16 and over population (64,517) is divorced or has a civil partnership dissolved.

5.3% of the 16 and over population (47,318) is widowed or the surviving civil partnership partner.

2.6% of the 16 and over population (23,307) is separated, but still legally married or still legally in a civil partnership.

Wards (count) with the highest concentration of people who have never been married or have never registered a civil partnership are Bournbrook and Selly Park (16,529), Ladywood (15,234), Soho and Jewellery Quarter (12,031) and North Edgbaston (9,067).

The wards with the highest concentration of people who are married or in a registered civil partnership are Alum Rock (9,679), Hall Green North (9,180), Sparkbrook and Balsall Heath East (9,159) and Sutton Vesey (8,793).

The wards with the highest concentration of people who are divorced or have a civil partnership dissolved are Longbridge (1,774), Bartley Green (1,767) and Erdington (1,656).

The wards with the highest concentration of people who are widowed or the surviving civil partnership partner are Weoley and Selly Oak (1,243), Longbridge and West Heath (1,156) and Erdington (1,097).

The wards with the highest concentration of people who are separated, but still legally

married or still legally in a civil partnership are Soho and Jewellery Quarter (677), Sparkbrook and Balsall Heath East (653) and Alum Rock (646).

Find out more

You can find out more about the gender reassignment makeup in Birmingham by using the following resources:

Census 2021 - City Observatory:


[https://app.powerbi.com/view?](https://app.powerbi.com/view?r=eyJrIjoiNDE3ZjYwMjgtOGE3Yi00NjEyLWEyZTktNmJjMTAyMTQ5OTdjliwidCI6IjY5OWFjZTY3LWQyZTQtNGJjZC1iMzAzLWQyYmJlMml5YmJmMSJ9)

[r=eyJrIjoiNDE3ZjYwMjgtOGE3Yi00NjEyLWEyZTktNmJjMTAyMTQ5OTdjliwidCI6IjY5OWFjZTY3LWQyZTQtNGJjZC1iMzAzLWQyYmJlMml5YmJmMSJ9](https://app.powerbi.com/view?r=eyJrIjoiNDE3ZjYwMjgtOGE3Yi00NjEyLWEyZTktNmJjMTAyMTQ5OTdjliwidCI6IjY5OWFjZTY3LWQyZTQtNGJjZC1iMzAzLWQyYmJlMml5YmJmMSJ9)

How Life Has Changed in Birmingham - ONS:

<https://www.ons.gov.uk/visualisations/censusareachanges/E08000025/>


26

Does this proposal impact people who are married or in a civil partnership as per the Equality Act 2010? * 

Yes

No

27

Please describe how this proposal does not impact people who are married or in a civil partnership * 

Enter your answer

Protected Characteristic - Pregnancy and Maternity



Things to Consider

Equal access to recruitment, personal development, promotion and retention for female employees who are pregnant or on maternity leave.

Equality of opportunity in relation to health care for women irrespective of whether they are pregnant or on maternity leave.

Unlawful to treat a woman unfavourably because she is breast feeding.

💡 Key Facts

In 2021, there were 14,477 live births in Birmingham, a fertility rate of 1.68 and 77 stillbirths/ 5.3 stillbirths per 1000 live births and stillbirths .

Ward level (count) with the most live births were Alum Rock (440), Sparkbrook and Balsall Heath East (407), Glebe Farm and Tile Cross (364) and Aston (376).

Ward level (figures are expressed as a proportion of all usual residents) live births account for a higher proportion of the population relative to other wards were Heartlands (2.0%; 262), Tyseley and Hay Mills (1.7%; 194) and Bordesley and Highgate (1.6%; 245).

Find out more

You can find out more about pregnancy and births in Birmingham by using the following resources:

📍 Public Health Profiles - Public Health England:

<https://fingertips.phe.org.uk/search/births#page/1/gid/1/pat/401/par/E08000025/ati/8/iid/93089/age/179/sex/2/cat/-1/ctp/-1/yr/5/cid/4/tbm/1>

📍 Local Area Health Profiles - Birmingham City Council:

https://www.birmingham.gov.uk/info/50268/joint_strategic_needs_assessment_jsna/1332/local_area_health_profiles

📍 Perinatal Mental Health - Public Health England:

<https://fingertips.phe.org.uk/profile-group/mental-health/profile/perinatal-mental-health/data#page/1/gid/1938132960/ati/154/iid/92266/age/179/sex/2/cat/-1/ctp/-1/yr/1/cid/4/tbm/1>

 **Public Health Community Services - Birmingham City Council:**

[https://app.powerbi.com/view?](https://app.powerbi.com/view?r=eyJrIjoiM2ZmZGNmMjctZmU3OC00MzdjLTgyN2EtZWZmZm4NTM1NjYwIiwidCI6IjY5OWFjZTY3LWQyZTQtNGJjZC1iMzAzLWQyYmJIMmI5YmJmMSJ9)


[r=eyJrIjoiM2ZmZGNmMjctZmU3OC00MzdjLTgyN2EtZWZmZm4NTM1NjYwIiwidCI6IjY5OWFjZTY3LWQyZTQtNGJjZC1iMzAzLWQyYmJIMmI5YmJmMSJ9](https://app.powerbi.com/view?r=eyJrIjoiM2ZmZGNmMjctZmU3OC00MzdjLTgyN2EtZWZmZm4NTM1NjYwIiwidCI6IjY5OWFjZTY3LWQyZTQtNGJjZC1iMzAzLWQyYmJIMmI5YmJmMSJ9)

 **Child and Maternal Health - Public Health England**

[https://fingertips.phe.org.uk/profile/child-health-](https://fingertips.phe.org.uk/profile/child-health-profiles/data#page/1/ati/402/are/E08000025)

[profiles/data#page/1/ati/402/are/E08000025](https://fingertips.phe.org.uk/profile/child-health-profiles/data#page/1/ati/402/are/E08000025)


28

Does this proposal impact people covered by the Equality Act 2010 under the protected characteristic of pregnancy and maternity? * 

Yes

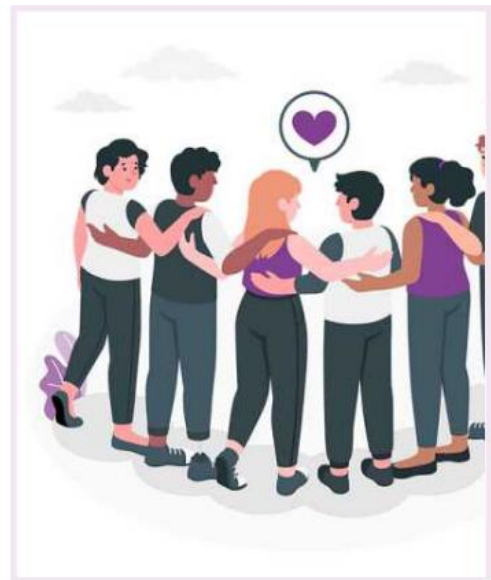
No

29

Please describe how this proposal does not impact people who are covered by the pregnancy and maternity characteristic * 

Enter your answer

Protected Characteristic - Ethnicity and Race



Definition

The social group a person belongs to, and either identifies with or is identified with by others, as a result of a mix of cultural and other factors including language, diet, religion, ancestry and physical features traditionally associates with race.

Things to Consider

- The provision of an interpreter for people whose first language is not English.
- Written communication and the use of language particularly jargon or colloquialisms etc.
- Respect in terms of religion, belief and culture.

Key Facts

48.6% of the city's population is White (556,608), 31% Asian/Asian British (355,384), 11% Black/African/Caribbean/Black British (125,760), 4.8% mixed (55,205), and 4.5% is categorised as 'other ethnic' (51,965).

Ward level (count) with the largest concentration of White people are Longbridge and West Heath (17,877), Bartley Green (16,410), Sutton Vesey (16,026) and Weoley and Selly Oak (15,588).

The wards with the largest concentration of Asian people are Alum Rock (21,065), Sparkbrook and Balsall Heath East (18,052), Aston (17,073) and Sparkhill (16,803).


The wards with the largest concentration of Black people are Newtown (7,468), Soho and Jewellery Quarter (6,005), Nechells (5,877) and Ladywood (5,801).

The wards with the largest concentration of mixed people are Ladywood (1,721), Bartley Green (1,588), Glebe Farm and Tile Cross (1,479) and Harborne (1,470).

The wards with the largest concentration of 'other ethnic group' are Sparkbrook and Balsall Heath East (3,136), Balsall Heath West (2,428) Ladywood (2,168) and North Edgbaston (1,723).

Find out more


You can find out more about the ethnic makeup in Birmingham by using the following resources:

 **Census 2021 - City Observatory:** <https://app.powerbi.com/view?r=eyJrIjoieNDE3ZjYwMjgtOGE3Yi00NjEyLWVlZTktNmJjMTAyMTQ5OTdjliwidCI6IjY5OWFjZTY3LWQyZTQtNGJjZC1iMzAzLWQyYmJlMmI5YmJmMSJ9>


 **Birmingham Area and Ward Profiles - City Observatory:** <https://app.powerbi.com/view?r=eyJrIjoieZTkxMjVIMjMtODhhNi00NTM5LTgzOGUtOThkNDEwMTAwY2FmliwidCI6IjY5OWFjZTY3LWQyZTQtNGJjZC1iMzAzLWQyYmJlMmI5YmJmMSJ9>

 **Community Health Profiles - Birmingham City Council:**
https://www.birmingham.gov.uk/info/50305/community_health_profiles

 **How Life Has Changed in Birmingham - ONS:**
<https://www.ons.gov.uk/visualisations/censusareachanges/E08000025/>

 **Local Area Health Profiles - Birmingham City Council:**
https://www.birmingham.gov.uk/info/50268/joint_strategic_needs_assessment_jsna/1332/local_area_health_profiles


30

Does this proposal impact people due to their race as per the Equality Act 2010? * 

Yes

No

31

Please describe how this proposal does not impact people due to their race *


Enter your answer

Protected Characteristic - Religion or Beliefs



Things to Consider

- Prayer facilities for service users and staff.
- Dietary requirements.
- Gender of staff when caring for patients of opposite sex.
- Respect for requests from staff to have time off for religious festivals and strategies.
- Respect for dress codes (To view the Trust's Dress Code, please visit the Trust's Intranet Website, Policy Library, HR Policies) or click on the following link [Dress_Code_PolicyJan2008.pdf](#)

Key Facts

- 34% of the city's population is Christian (389,406).
- 29.9% of the city's population is Muslim (341,811).
- 24.1% of the city's population has no religion (276,327).
- 2.9% of the city's population is Sikh (33,126).
- 1.9% of the city's population is Hindu (21,997).
- 0.6% of the city's population is 'other religion' (6,367).
- 0.4% of the city's population is Buddhist (4,340).
- 0.1% of the city's population is Jewish (1,687).


Ward level (count) with the largest concentration of people by religion are:

- Christian: Bartley Green (10,703), Erdington (10,532), Longbridge and West Heath (10,443) and Weoley and Selly Oak (10,439).
- Muslim: Alum Rock (23,448), Sparkbrook and Balsall Heath (21,171) Small Heath (18,862) and Aston (17,915).
- No religion: Bournbrook and Selly Park (10,189), Longbridge and West Heath (8,841), Bartley Green (8,520), Ladywood (8,367) and Weoley and Selly Oak (8,179).
- Sikh: Handsworth Wood (5,064), Soho and Jewellery Quarter (2,277), Holyhead (2,135) and North Edgbaston (1,924).
- Hindu: Edgbaston (1,300), Handsworth Wood (1,204), Hall Green North (1,123) and Ladywood (893).
- other religion: Handsworth Wood (447), Holyhead (352) Soho and Jewellery Quarter (345) and Handsworth (308).
- Buddhist: Ladywood (275), Handsworth Wood (174), Soho and Jewellery Quarter (161) and Bourneville and Cotteridge (157).

- Jewish: Bournbrook and Selly Park (377), Edgbaston (262), Moseley (121) and Harborne (94).

Find out more

You can find out more about the religion and beliefs makeup in Birmingham by using the following resources:

 **Census 2021 - City Observatory:** <https://app.powerbi.com/view?r=eyJrIjoiNDE3ZjYwMjgtOGE3Yi00NjEyLWEyZTk0NmJMTAyMTQ5OTdjliwidCI6IjY5OWFjZTY3LWQyZTQtNGJjZC1iMzAzLWQyYmJlMmI5YmJmMSJ9>


 **Birmingham Area and Ward Profiles - City Observatory:** <https://app.powerbi.com/view?r=eyJrIjoiZTkxMjVIMjMtODhhNi00NTM5LTgzOGUtOThkNDEwMTAwY2FmliwidCI6IjY5OWFjZTY3LWQyZTQtNGJjZC1iMzAzLWQyYmJlMmI5YmJmMSJ9>

 **Community Health Profiles - Birmingham City Council:**
https://www.birmingham.gov.uk/info/50305/community_health_profiles

 **How Life Has Changed in Birmingham - ONS:**
<https://www.ons.gov.uk/visualisations/censusareachanges/E08000025/>

 **Local Area Health Profiles - Birmingham City Council:**
https://www.birmingham.gov.uk/info/50268/joint_strategic_needs_assessment_jsna/1332/local_area_health_profiles


32

Does this proposal impact people's religion or beliefs as per the Equality Act 2010? * 

Yes

No

33

Please describe how this proposal does not impact people due to their religion or beliefs * 

Enter your answer

Protected Characteristic - Sexual Orientation



Definition

Sexuality and sexual orientation is about who someone feels physically and emotionally attracted to. This can be romantic or emotional attraction, or both.

Things to Consider

- Recognition and respect of individual's sexuality.
- Recognition of same sex relationships in respect to consent.
- The maintenance of confidentiality about an individual's sexuality.

💡 Key Facts

87.6% of the population aged 16 and over is straight or heterosexual (779,054).

1.3% of the population aged 16 and over is gay or lesbian (11,968).

1.3% of the population aged 16 and over is bisexual (11,258).

0.3% of the population aged 16 and over is pansexual (2,527).

0.1% of the population aged 16 and over is asexual (468).

0.04% of the population aged 16 and over is queer (322).


0.03% of the population aged 16 and over is 'other sexual orientation' (261).

Find out more

You can find out more about the sexual orientation makeup in Birmingham by using the following resources:

📍 **Census 2021 - City Observatory:** <https://app.powerbi.com/view?r=eyJrIjoibDE3ZjYwMjgtOGE3Yi00NjE5LWVhZTktNmJjMTAyMTQ5OTdjIiwidCI6IjY5OWFjZTY3LWQyZTQtNGJjZC1iMzAzLWQyYmJlMmI1YmJmMSJ9>


34

Does this proposal impact people's sexual orientation as per the Equality Act 2010? * 

Yes

No

35

Please describe how this proposal does not impact people due to their sexual orientation * 

Enter your answer

Monitoring 



Now you have completed the various sections and thought about the Equality Impact of your proposal we will ask you to think about how you will proceed.

36

How will you ensure any adverse impact and mitigation measures are monitored? *

Quarterly contract management meetings to monitor progress, ensuring standards are being met, identify and agree changes/improvements needed over this period. We also expect an a end of year report.

37

Please enter the email address for the officer responsible for monitoring impact and mitigation *

kathy.lee@birmingham.gov.uk



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Cabinet Member Information briefing

Briefing From: Mike Smith, Assistant Director – Procurement

Briefing For: Councillor Brigid Jones – Cabinet Member, Finance and Resources

Date: February 2024

Title: **New Provider Selection Regime for Health Contracts**

Purpose:

To update on the introduction of the new Provider Selection Regime for Health Contracts

Background and update

NHS England's 2019 engagement exercise found that the current competition and procurement rules are not well suited for arranging health care services, and:

- create barriers to integrating care,
- disrupt the development of stable collaborations, and
- cause protracted processes with wasteful legal and administration costs.

Current rules on procurement create an expectation that nearly all contracts for healthcare services should be advertised and awarded following a competitive tendering exercise. Where this does not make sense for the service, this can create uncertainty, upheaval and disruption among providers.

NHS England wanted to make it straightforward for the system to continue with existing service provision where the arrangements are working well and there is limited or no value in seeking an alternative provider. In doing so, this will allow commissioners and providers greater certainty and continuity of service provision to improve partnerships between providers and increase integration of services.

Where the system wants or needs to consider making changes to service provision, there needs to be in place a flexible, sensible, transparent and proportionate process for decision-making that allows shared responsibility to flow through it.

For many healthcare services, the choice of service provider will be constrained by the nature of the service and its interdependencies with other services. The Provider Selection Regime explicitly recognises this – and makes it clear that such core services can be arranged without unnecessary process/risk. However, there are circumstances in which competitive tendering can add value and should be used.

The Provider Selection Regime (PSR) has been designed to introduce:

- a flexible and proportionate process for selecting providers of health care services so that all decisions are made in the best interest of people who use the services
- the capability for greater integration and enhanced collaboration across the system, whilst ensuring that all decisions about how health care is arranged are made transparently
- opportunities to reduce bureaucracy and cost associated with the current rules

The PSR came into force on 1 January 2024 and replaced the:

- Public Contracts Regulations 2015, when procuring health care services
- National Health Service (Procurement, Patient Choice and Competition) Regulations 2013

Scope

Organisations, referred to as 'relevant authorities' under the PSR, are required to follow the PSR when arranging health care services, irrespective of whether the providers they are considering are from the NHS, the independent, or the voluntary sector.

Relevant authorities are:

- NHS England
- Integrated Care Boards (ICBs)
- NHS trusts and foundation trusts
- Local authorities or combined authorities.

Relevant authorities must continue to comply with other legal obligations and duties.

The PSR will apply to the arranging of health care services in England. Broadly, services within scope are:

- services that provide treatment, diagnosis or prevention of physical or mental health conditions to individuals or groups of individuals (i.e., patients or service users) such as hospital, community, mental health, primary health care, palliative care, ambulance, and patient transport services for which the provider requires CQC registration
- substance use treatment services, sexual and reproductive health, and health visitors arranged by local authorities.

Examples of procurements not in scope of this Regime include goods (i.e., medicines, medical equipment), social care services, non-health care services or health-adjacent services (i.e., capital works, business consultancy, catering) that do not provide health care to an individual. The PSR does not cover Communications campaigns.

The PSR covers services which have an impact on health – need to consider the service regardless of who the Provider is or how it is funded, also there is no minimum threshold for the application of the Regime.

Impact on BCC contracts

Corporate Procurement are working with Public Health colleagues to establish a pipeline of forthcoming contracts that will fall under the PSR.

Impact on governance

The Council's constitution in respect of Procurement and Contract Governance Rules will need to be amended to cover the new PSR process and the specific content of the Regime. In the interim, all Direct Awards under the PSR regulations will follow the Council's governance applicable to Negotiated Contracts without Competition.

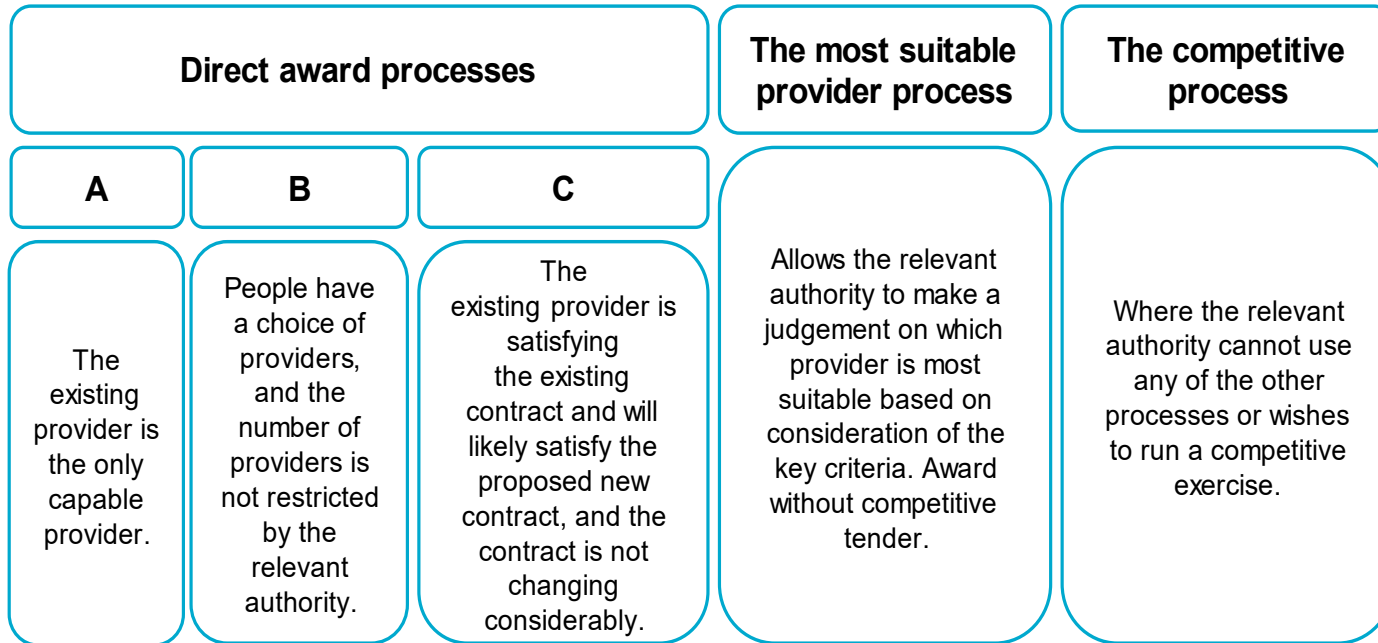
Overview of Processes

There are 5 options available in terms of the process to be followed under the PSR, these are set out in the diagram below.

The intention is that these processes are considered from left-to-right, with Direct Awards being considered as options first, and a competitive process (far right) only being pursued if the other scenarios are not satisfactorily met.

Regulation 6

Overview of the decision-making circumstances



OFFICIAL

**Birmingham City Council
Cabinet**

25 June 2024



Subject: Dates of Meetings and Appointment of Other Bodies for 2024/2025

Commissioner Review

Commissioners support the recommendations.

Birmingham City Council

Report to Cabinet

25 June 2024



Subject: DATES OF MEETINGS AND APPOINTMENT OF OTHER BODIES FOR 2024/2025

Report of: Marie Rosenthal, Interim City Solicitor and Monitoring Officer

Relevant Cabinet Member: The Leader - Councillor John Cotton

Relevant O &S Chair(s): Councillor Sir Albert Bore, Chair of Corporate and Finance Overview and Scrutiny Committee

Report author: Errol Wilson
Committee Services
0121 675 0955
errol.wilson@birmingham.gov.uk

| | | |
|---|---|---|
| Are specific wards affected? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No – All wards affected |
| If yes, name(s) of ward(s): | | |
| Is this a key decision? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| If relevant, add Forward Plan Reference: | | |
| Is the decision eligible for call-in? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| Does the report contain confidential or exempt information? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| If relevant, provide exempt information paragraph number or reason if confidential: | | |
| Not Applicable | | |

1 Executive Summary

- 1.1 The report seeks the approval of the Cabinet to the dates and time of Cabinet meetings and the appointment of other bodies.
- 1.2 A further report, concerning the appointment/re-appointment of representatives to serve on Outside Bodies, will be considered by Cabinet on 23 July.

2 Recommendations

- 2.1 That meetings of the Cabinet be held on the dates and time set out in Appendix A.
- 2.2 That the bodies detailed in Appendix B be appointed until the appropriate meeting of the Cabinet in the next Municipal Year (provisionally set for 24 June 2025) which considers appointments, with the functions and delegations detailed in Appendix B and that Members be appointed to serve thereon.
- 2.3 That those appointments which are no longer needed, detailed in Appendix C, be noted.
- 2.4 That it be noted that any updates to Appendix B, reflecting the final appointments made at today's meeting, will be posted on the CMIS database.
- 2.5 That it be noted that a further report, concerning all representatives to be appointed/re-appointed to serve on Outside Bodies, be considered by Cabinet on 23 July 2024 and that current appointments to Outside Bodies remain in place until this time.

3 Background

- 3.1 At the Annual General Meeting on 21 May 2024, the City Council approved changes to the Constitution and re-affirmed those appointments that are reserved to the full City Council to determine (Part B4.4). All other appointments of Members and officers to outside bodies shall be within the remit of Cabinet to determine and the proportionality rules will not automatically apply.
- 3.2 A fundamental review of appointments to Outside Bodies was carried out in 2010, where the level of Council representation was agreed.
- 3.3 The list of annual appointments, set out in Appendix B, has been updated in accordance with the amendments to the Constitution approved by City Council on 11 September 2018 and to reflect appointments made by the Cabinet (and other developments which have occurred) during the course of the 2023/24 Municipal Year. The relevant lead officers in respect of the bodies detailed in Appendix B have been consulted and the review of appointments also identified that a number no longer need to be made and for completeness, these are detailed in Appendix C to this report.
- 3.4 At its meeting on 28 June 2010, the Cabinet agreed that the Corporate Director of Governance (now City Solicitor) in consultation with appropriate Members be authorised to deal with any urgent appointments and related issues which might arise between meetings of the Cabinet in July and September of every year with any action taken being reported to Cabinet for noting.
- 3.5 It is recommended that the appointments referred to in this report (except those which are continuing) be made for the period until the appropriate meeting of the Cabinet, in the next Municipal Year which considers such appointments. This has been provisionally set for 24 June 2025.

4 Options considered and Recommended Proposal

4.1 Not applicable, as these appointments are a matter for the Cabinet to determine.

5 Consultation

5.1 All Cabinet Members (via Cabinet Support Officers) and relevant lead officers. This review of appointments identified that a number of appointments no longer need to be made. For completeness, these are detailed in Appendix C.

6 Risk Management

6.1 Failure to appoint to a body would result in loss of influence on and involvement in matters considered by that body.

7 Compliance Issues:

7.1 How are the recommended decisions consistent with the City Council's priorities, plans and strategies?

7.1.1 The Constitution sets out those appointments that are reserved to the full City Council to determine. All other appointments of Members and officers to outside bodies are within the remit of Cabinet to determine.

7.2 Legal Implications

7.2.1 The appointments are consistent with the legal and constitutional requirements of the City Council.

7.2.2 The full Code of Conduct can be found in the Council's Constitution, available online. When acting as the Council's representative Members must comply with the Code of Conduct (unless it conflicts with the legal obligations of the other body). Members must declare a new interest within 28 days, including membership of Outside Bodies. You must also declare interests at a committee meeting if an item of business relates to , or affects, an Outside Body to which you have been appointed. If you are unsure as to whether you need to declare an interest, please contact the Monitoring Officer. There may also be occasions where, while you do not have a pecuniary interest, your membership of another body may give rise to the appearance of bias. If you find yourself in this position, please speak to the Monitoring Officer who will be able to advise you.

7.3 Financial Implications

7.3.1 There are no additional resource implications.

7.4 Procurement Implications (if required)

7.4.1 Not applicable.

7.5 Human Resources Implications (if required)

7.5.1 Not applicable.

7.6 Public Sector Equality Duty

7.6.1 Not applicable.

8 Background Documents

- 8.1 Report of the Council Business Management Committee to City Council on 11 June 2013 – “Annual Review of the City Council’s Constitution”.

- 8.2 Report of the Corporate Director of Governance to Cabinet on 28 June 2010 – “Dates of Meetings, Appointment of Cabinet Committees, Other Bodies and Appointments to Outside Bodies etc. 2010/2011”.

9 List of Appendices accompanying this Report (if any):

Appendix A - Dates and times of Cabinet Meetings in 2023/24

Appendix B - Other bodies

Appendix C - Appointments which are no longer necessary

APPENDIX A

Dates and Time of Cabinet Meetings in the 2024/2025 Municipal Year

RECOMMENDED:-

That Cabinet agree that meetings be held on a (generally) 4-weekly cycle at 1000 hours on the dates set out below (Tuesdays, except where shown). Additional /urgent meetings can of course be called if they prove strictly necessary.

2024

25 June *
23 July 2024
3 September 2024
15 October 2024
12 November 2024
10 December 2024

2025

14 January 2025
11 February 2025
18 March 2025
29 April 2025
13 May 2025
24 June 2025 (provisional)

(NB: In 2025, there will not be any City Council elections. The Annual Meeting of the City Council will be on 20 May.)

APPOINTMENT OF OTHER BODIES

1. Teachers Grievance Procedures and Collective Disputes Procedures Appeals Body (re-appointed by Cabinet on 25 June 2024)

Function

To hear cases in accordance with the Collective Disputes Procedure set out in the Burgundy Book.

NB: the LEA representatives should reflect proportionality and for a 5 Member body in 2024/2025 - this is 3 (Lab), 1 (Con) and 1 (Lib Dem).

Membership

2023/2024 (5 Members)
LEA Representatives

Cllr Shehla Moledina (Lab)
Cllr Kerry Jenkins (Lab)
Cllr Kath Scott (Lab)
Cllr Ken Wood (Con)
Cllr Penny Wagg (Lib Dem)

Plus Independent Alternate Chairpersons

CBI Nominee
TUC Nominee

Plus

6 representatives nominated by the Teachers Associations

2024/2025 (5 Members)
LEA Representatives

Cllr (Lab)
Cllr (Lab)
Cllr (Lab)
Cllr (Con)
Cllr (Lib Dem)

Plus Independent Alternate Chairpersons

CBI Nominee
TUC Nominee

Plus

6 nominees of the Teachers Associations

2. The Contest Board (replaced the Public Service Project Management Board – Prevent Programme – Preventing Violent Extremism) (re-appointed by Cabinet on 25 June 2024)**Membership**
2023/2024**2024/2025**

- | | |
|---|---|
| 1. The Leader, Birmingham City Council: as Chair - Cllr John Cotton | 1. The Leader, Birmingham City Council: as Chair - Cllr |
| 2. Cabinet Member for Social Inclusion, Community Safety and Equalities, Birmingham City Council: Cllr Nicky Brennan | 2. Cabinet Member for Social Justice, Community Safety and Equalities, Birmingham City Council: Cllr |
| 3. Conservative Group representative, Birmingham City Council – Cllr Ewan Mackey | 3. Conservative Group representative, Birmingham City Council – Cllr |
| 4. Liberal Democrat Group representative, Birmingham City Council – Cllr Zaker Choudhry | 4. Liberal Democrat Group representative, Birmingham City Council – Cllr |
| 5. Deputy Leader, Birmingham City Council – Cllr Sharon Thompson | 5. Deputy Leader, Birmingham City Council – Cllr |
| 6. Chief Executive, Birmingham City Council | 6. Chief Executive, Birmingham City Council |
| 7. Director – City Operations, Birmingham City Council | 7. Director – City Operations, Birmingham City Council |
| 8. Director - Education and Skills Directorate, Birmingham City Council | 8. Director - Education and Skills Directorate, Birmingham City Council |
| 9. Head of Resilience and Local Engineering, Birmingham City Council | 9. Head of Resilience and Local Engineering, Birmingham City Council |
| 10. Assistant Chief Constable with Responsibility for Birmingham, West Midlands Police | 10. Assistant Chief Constable with Responsibility for Birmingham, West Midlands Police |
| 11. Assistant Chief Constable CT, West Midlands Police | 11. Assistant Chief Constable CT, West Midlands Police |
| 12. Head of WMP CTU (Ch Supt), West Midlands Police | 12. Head of WMP CTU (Ch Supt), West Midlands Police |

2023/2024

2024/2025

- 13. WMP CTU Intelligence, West Midlands Police
- 14. Police lead in WMP for Prevent, West Midlands Police
- 15. Head of Birmingham Probation CRC

- 16. Director for Strategy, OSCT

- 17. Neil Appleby, Birmingham Probation Service

- 13. WMP CTU Intelligence, West Midlands Police
- 14. Police lead in WMP for Prevent, West Midlands Police
- 15. Head of Birmingham Probation CRC

- 16. Director for Strategy, OSCT

- 17. Neil Appleby, Birmingham Probation Service

3. Corporate Parenting Board (re-appointed by Cabinet on 25 June 2024)

Membership

2023/2024

2024/2025

- Cabinet Member for Children, Young People and Families: Cllr Karen McCarthy

- Chair of Education and Children’s Social Care Overview and Scrutiny Committee: Cllr Kerry Jenkins

- Cllr Kerry Jenkins (Lab)

- Cllr Adam Higgs (Con)

- Cllr Morriam Jan (Lib Dem)

- Cabinet Member for Children, Young People and Families: Cllr

- Chair of Education, Children and Young People Overview and Scrutiny Committee: Cllr

- Cllr (Lab)

- Cllr (Con)

- Cllr (Lib Dem)

4. Health and Wellbeing Board (re-appointed by Cabinet on 25 June 2024)

In accordance with paragraph 6.4 of Article B6 (Executive Role, Functions and Procedures) of the City Council Constitution, the board is constituted as a Committee under the chairmanship of the Cabinet Member for Health and Social Care in order to discharge the functions of the board as set out in the Health and Social Care Act 2012, including the appointment of board members as set out in the schedule of required board members in the Act.

Functions

To discharge the functions of a Health and Wellbeing Board as set out in the Health and Social Care Act 2012, including the appointment of Board Members as set out in the schedule of required Board Members in the Act.

The Health and Wellbeing Board will:

- a) Promote the reduction in health inequalities across the City through the commissioning decisions of member organisations;
- b) Report on progress against reducing health inequalities to the Cabinet and the Integrated Care Board;
- c) Be the responsible body for delivering the Joint Strategic Needs Assessment for Birmingham (including the Pharmaceutical Needs Assessment);
- d) Deliver and implement the Joint Local Health and Wellbeing Strategy for Birmingham;
- e) Participate in the annual assessment process to support the Integrated Care Board
- f) Identify opportunities for effective joint commissioning arrangements and pooled budget arrangements;
- g) Provide a forum to promote greater service integration across health and social care.

Terms of Reference

Under the Health and Social Care Act 2012 the composition of Board must include:-

- The Leader of the Council or their nominated representative to act as Chair of the Board;
- The Director for Adult Social Care (Director for Adult Services);
- The Director for Children and Families (Director for Children's Services);
- Nominated representatives of the Integrated Care Board
- The Director of Public Health
- Nominated representative of Healthwatch Birmingham

Each Local Authority may appoint additional Board Members as agreed by the Leader of the Council or their nominated representative. If additional appointments are made, these will be reported to Cabinet by the Chair of the Board.

For the Board to be quorate at least one third of Board Members and at least one Elected Member must be present.

Members of the Board will be able to send substitutes with prior agreement of the Chair. Each member is to provide the name of an alternate/substitute member.

Membership

2023/2024

City Council Appointments to the Health and Wellbeing Board

Cabinet Member for Health and Social Care as Chair: Cllr Mariam Khan (Lab)

Cabinet Member for Children, Young People and Families: Cllr Karen McCarthy (Lab)
Opposition Spokesperson on Health and Social Care – Cllr Matt Bennett (Con)

Vice Chair for 2023/2024 to be an NHS Birmingham and Solihull Integrated Care Board (ICB) representative (to be advised by the ICB) - to reinforce the Board as a joint body rather than a solely LA committee

Director - Adult Social Care Directorate

Director - Education and Skills Directorate

Director of Public Health

External Appointments to the Health and Wellbeing Board

Representative of Healthwatch Birmingham

2 Representatives of Birmingham and Solihull Clinical Commissioning Group

2 Representative of Sandwell and West Birmingham Clinical Commissioning Group

Representative of Third Sector Assembly

Chair of the Birmingham Community Safety Partnership/WM Police

Representative of the Department of Work and Pensions

2024/2025

City Council Appointments to the Health and Wellbeing Board

Cabinet Member for Health & Social Care as Chair: Cllr (Lab)

Cabinet Member for Children, Young People and Families: Cllr (Lab)
Opposition Spokesperson on Health and Social Care – Cllr (Con)

Vice Chair for 2024/2025 to be an NHS Birmingham and Solihull Integrated Care Board (ICB) representative (to be advised by the ICB) - to reinforce the Board as a joint body rather than a solely LA committee

Director - Adult Social Care Directorate

Director - Children and Families

Director of Public Health

External Appointments to the Health and Wellbeing Board

Representative of Healthwatch Birmingham

2 Representatives of NHS Birmingham and Solihull Integrated Care Board

Representative from Sandwell and West Birmingham NHS Trust

Representatives of Third Sector

Chair of the Birmingham Community Safety Partnership

Representative of the Department of Work and Pensions

2023/2024

2024/2025

Member of the Birmingham Social Housing Partnership

Representative from West Midlands Police

Chief Executive of Birmingham Children's Trust

Member of the Birmingham Social Housing Partnership

Chief Executive of Birmingham Children's Trust

Representative of Birmingham Community Healthcare NHS Foundation Trust

Representative of Birmingham Community Healthcare NHS Foundation Trust

Representative from the Education Sector

Representative from the Education Sector

Representative from Acute Care

Representative from Acute Care

Representative from the Chamber of Commerce

Representative from the Chamber of Commerce

5. City of Birmingham School Management Committee (formerly Pupil Referral Unit Management Committee) (re-appointed by Cabinet on 25 June 2024)

The Elected Member is a core member (and voting member). A nominee is acceptable provided there are no conflicts of interest.

2023/2024

2024/2025

Cllr Jilly Bermingham (Lab)

Cllr (Lab)

6. School Governor Nominations Committee (formerly School Governor Vacancies Committee) (re-appointed by Cabinet on 25 June 2024)

2023/2024

2024/2025

Cllr Des Hughes (Lab)

Cllr (Lab)

Cllr Gareth Moore (Con)

Cllr (Con)

Cllr Penny Wagg (Lib Dem)

Cllr (Lib Dem)

APPOINTMENTS TO THE FOLLOWING BODIES ARE NO LONGER NECESSARY

1. Birmingham Citizens Advice Bureau Limited
2. Local Authority Building Control Advisory Services (Ltd) (LABCAS)
3. Midlands Industrial Association
4. Kings Heath Business Improvement District (BID)
5. Birmingham Wheels Enterprise Limited
6. Supervisory Board for the Greater Birmingham and Solihull Local Enterprise Partnership/GBSLEP

Birmingham City Council

Cabinet

25 June 2024



Subject: Key Decisions Planned Procurement Activities (July 2024 – September 2024) and Quarterly Contract Awards (January March 2024)

Commissioner Review

- 1.1 These planned procurements are set against the backdrop of the council's difficult financial position and though quality is highly important so is value and the flexibility to move/change suppliers in response to changes in supplier performance, charging models and the wider economic environment the council operates within. Commissioners expect BCC to explore options on contract length to maximise flexibility. For example:
- 1.2 On Morning Foods, Schools Fresh Fruit and Halal meat contracts, a 2+1 contract arrangement could be pursued.
- 1.3 For Security at events, BCC could opt for a 3+1 arrangement
- 1.4 BCC should explore break clauses for the Commercial removals procurement
- 1.5 Digital Triage –
There is a need to demonstrate that there is no existing configurable solution, minimal bespoke code on the market. An absolutely robust plan with clear deliverables, payments linked to deliverables, rigorous change control, professional project management and governance is essential. Commissioners must be satisfied with/and expect these to be in place, regardless of the solution.

Birmingham City Council

Report to Cabinet

Date: 25th June 2024



Subject: KEY DECISION PLANNED PROCUREMENT ACTIVITIES (JULY 2024 – SEPTEMBER 2024) AND QUARTERLY CONTRACT AWARDS (JANUARY MARCH 2024)

Report of: INTERM COMMERCIAL AND PROCUREMENT DIRECTOR

Relevant Cabinet Member: Councillor Karen McCarthy, Finance

Relevant O &S Chair(s): Councillor Albert Bore, Chair of the Corporate and Finance Overview and Scrutiny Committee

Report author: Maria Huggon, Interim Commercial and Procurement Director
Email Address: maria.huggon@birmingham.gov.uk

| | | |
|--|---|---|
| Are specific wards affected? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No – All wards affected |
| If yes, name(s) of ward(s): | | |
| Is this a key decision? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| If relevant, add Forward Plan Reference: 012935/2024 | | |
| Is the decision eligible for call-in? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| Does the report contain confidential or exempt information? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| If relevant, provide exempt information paragraph number or reason if confidential : | | |

1 Executive Summary

- 1.1 This report provides details of the planned procurement activity for the period July 2024 – September 2024 which are key decisions and all contract award decisions made under Chief Officer's delegation during the previous quarter. Planned procurement activities reported previously are not repeated in this report.

- 1.2 The report enables Cabinet to identify whether any reports for procurement activities should be brought to this meeting for specific executive decision, otherwise they will be dealt with under Chief Officer delegations up to the value of £10m, unless TUPE applies to current Council staff.
- 1.3 Appendix 4 informs Cabinet of the contract award decisions made under Chief Officers delegation during the period January 2024 – March 2024.

2 Recommendations

- 2.1 To approve the planned procurement activities and approve Chief Officer delegations, set out in the Constitution for the subsequent decisions around procurement strategy for the following:
- Highways PFI Technical and Commercial Advice & Support (Continuation July 2024 onwards)
 - Mobile Catering Services in Parks
 - Morning Goods for Schools and Care Homes
 - Fresh Fruit and Vegetables for Schools and Care Homes
 - Halal Meat for Schools and Care Homes
 - Direct Payments Support Services
 - Delivery Partner in respect of a Digital Triage & Integrated View of the Citizen Solution
 - Supply of Cleaning Products and Hygiene Paper Products
 - Security for Events
 - Construction Works on Various Buildings in Council and School Premises
 - Commercial Removals and Office Relocations
 - Supply and Delivery of Tools, Equipment and Ancillaries
 - Welfare Benefit & Debt Advice Services 2025-2028
 - Supply of Identity Plates for Private Hire Vehicles and Hackney Carriages - Amendment
- 2.2 Notes the contract award decisions made under Chief Officers delegation during the period January 2024 – March 2024 as detailed in Appendix 4.

3 Background

- 3.1 The report approved by Council Business Management Committee on 16 February 2016 set out the case for introducing this process.
- 3.2 At the 12th July 2022 meeting of Council changes to procurement governance were agreed which gives Chief Officers the delegated authority to approve procurement contracts up to the value of £10m for key decisions over the life of the contract. Where it is likely that the award of a contract will result in staff employed by the Council transferring to the successful contract under TUPE, the contract award decision has to be made by Cabinet.
- 3.3 In line with the Procurement and Contract Governance Rules that form part of the Council's Constitution, this report acts as the process to consult with and take soundings from Cabinet Members and the Corporate and Finance Overview and Scrutiny Committee.

- 3.4 This report sets out the planned procurement activity over the next few months where the contract value is between the procurement threshold £179,086.67 (excluding VAT) and £10m (excluding VAT) for key decisions. This will give members visibility of all procurement activity within these thresholds and the opportunity to identify whether any procurement reports should be brought to Cabinet for approval even though they are below the £10m delegation threshold.
- 3.5 It should be noted that the procurement threshold has changed from £177,897.50 to £179,086.67 (excluding VAT) and applies from 1st January 2024 for a period of 2 years.
- 3.6 Individual procurements may be referred to Cabinet for an executive decision at the request of Cabinet, a Cabinet Member or the Chair of the Corporate and Finance Overview and Scrutiny Committee where there are sensitivities or requirements that necessitate a decision being made by Cabinet.
- 3.7 Procurements below £10m contract value that are not listed on this or subsequent monthly reports can only be delegated to Chief Officers if specific approval is sought from Cabinet. Procurements above £10m contract value will still require an individual report to Cabinet in order for the award decision to be delegated to Chief Officers if appropriate.
- 3.8 A briefing note with details for each item to be procured is listed in Appendix 2.

4 Options considered and Recommended Proposal

4.1 The options considered are:

- To identify specific individual procurements as listed in appendix 1 for further consideration, along with clear reason(s) for such additional consideration, to Cabinet around the procurement strategy and contract award .
- To approve the planned procurement activities for all the projects listed in appendix 1 and approve Chief Officer delegations as set out in the Constitution, for the subsequent decisions around procurement strategy and contract awards.– this is the recommended option.

5 Consultation / Engagement

- 5.1 This report to Cabinet is copied to Cabinet Members, Cabinet Support Officers and to the Corporate and Finance Overview and Scrutiny Committee and therefore is the process for consulting with relevant cabinet and scrutiny members. At the point of submitting this report Cabinet Members/ Corporate and Finance Overview and Scrutiny Committee Chair have not indicated that any of the planned procurement activity needs to be brought back to Cabinet for executive decision.
- 5.2 Approval has been sought from the relevant Spend Control Board prior to inclusion on the PPAR.

6 Risk Management

- 6.1 Members should note that in respect of any procurement projects which are sought to be referred back to Cabinet for further considerations these may impact on timescales around the delivery of those projects.
- 6.2 Details of Risk Management, Community Cohesion and Equality Act requirements will be set out in the individual reports.

7 Compliance Issues:

7.1 How are the recommended decisions consistent with the City Council's priorities, plans and strategies?

- 7.1.1 Details of how the contracts listed in Appendix 1 and Appendix 2 support relevant Council policies, plans or strategies, will be set out in the individual reports.

7.2 Legal Implications

- 7.2.1 Members are reminded that as a Local Authority the Council has specific duties under public sector procurement, specifically the Public Contract Regulations 2015.
- 7.2.2 Specific details of any implications related to public sector procurement Regulations are set out- in the individual reports appended to this report.

7.3 Financial Implications

- 7.3.1 Specific details of how decisions will be carried out within existing finances and resources will be set out in the individual reports.
- 7.3.2 Any cashable savings generated as a result of the procurement exercises are detailed in Appendix 2 to the delivery of procurement related savings and be removed from Directorate where identified in addition to the existing service area savings target as set out in the Medium-Term Financial Plan (MTFP) in line with the principles to treatment of identified savings against third party contracts as agreed by CLT on 24th January 2022.

7.4 Procurement Implications (if required)

- 7.4.1 As noted under the Legal Implications the Council has a duty to ensure that public sector procurement activity is in line with public sector legislation, specifically the Public Contracts Regulations 2015.
- 7.4.2 For each of the individual projects the specific procurement implications associated to the legislation are set out and detailed in the appendices.

7.5 Human Resources Implications (if required)

- 7.5.1 None.

7.6 Public Sector Equality Duty

- 7.6.1 Details of Risk Management, Community Cohesion and Equality Act requirements will be set out in the individual reports which should also give

consideration to application of Equality Impact Assessments in line with Council Policy.

8 Background Documents

8.1 List of Appendices accompanying this Report (if any):

- 1. Appendix 1 - Planned Procurement Activity July 2024 – September 2024
- 2. Appendix 2 – Background Briefing Paper
- 3. Appendix 3 - Notification of Minor Amendments
- 4. Appendix 4 - Appendix 3 – Quarterly Awards Schedule (January 2024 – March 2024)

APPENDIX 1 – PLANNED PROCUREMENT ACTIVITIES (JULY 2024 – SEPTEMBER 2024)

| No. | Type of Report | Title of Procurement | Ref | Brief Description | Contract Duration | Directorate | Portfolio | Finance Officer | Contact Name | Planned CO Decision Date |
|-----|-----------------------------|---|--------------|--|---|------------------------|--|---------------------|--------------------------------|--------------------------|
| 1 | Strategy / Award | Highways PFI Technical and Commercial Advice & Support (Continuation July 2024 onwards) | P0989_2024-2 | Technical and commercial expert advice relating to the Council's Highway Maintenance and Management contract. | 2 years | City Operations | Environment and Transport | Guy Olivant | Judy Johnson / Andrea Webster | 03/07/2024 |
| 2 | Approval to Tender Strategy | Provision of Mobile Catering Services in Parks | TBC | There is a requirement for mobile catering to be provided across approximately 50 sites in the Council's parks. Four-year licences/contracts will be granted to suitable operators on a concessionary basis for facilities such as ice cream vans and small hot /cold food kiosks. The operator will pay a fee for each concession licence/contract. | 4 years | City Operations | Environment and Transport | Carl Tomlinson | Matt Hagoney / Raja Chowdhury | 14/10/2024 |
| 3 | Strategy / Award | Morning Goods for Schools and Care Homes | TBC | The provision of morning goods to be provided to all schools and Care Homes that fall under City Serve control. This will support a number of Council Strategies that support the local economy and vulnerable citizens. | 2 years with an option to extend for a further 1 year | Finance and Governance | Finance | Ravinder Dhalwal | Dale Wild / Graham Duddle | 29/07/2024 |
| 4 | Strategy / Award | Fresh Fruit and Vegetables for Schools and Care Homes | TBC | The provision of Fresh Fruit and Vegetables to be provided to all schools and Care Homes that fall under City Serve control. This meets the Schools Foods Plan, Allergen management and nutrition balance. This will support a number of Council Strategies that support the local economy and vulnerable citizens. | 2 years with an option to extend for a further 1 year | Finance and Governance | Finance | Ravinder Dhalwal | Dale Wild / Graham Duddle | 12/08/2024 |
| 5 | Strategy / Award | Halal Meat for Schools and Care Homes | TBC | The provision of Halal meat in line with Islamic religious Law to be provided to all schools and Care Homes that fall under City Serve control. This will support a number of Council Strategies that support the local economy and vulnerable citizens. | 2 years with an option to extend for a further 1 year | Finance and Governance | Finance | Ravinder Dhalwal | Dale Wild / Graham Duddle | 29/07/2024 |
| 6 | Approval to Tender Strategy | Direct Payments Support Services | P0512_2024 | To provide a range of support to citizens using Direct Payments to deliver all the services, across Adults and Children's such as: <ul style="list-style-type: none"> •Ongoing advice and support •Advising citizens of client contributions •Personal Care Assistant recruitment •Managed accounts – managing citizen's Direct Payment where they are unable to do so •Payroll and HMRC services •Arranging Carer and Personal Assistant Insurance •Arrange DBS checks | 4 years | Adult Social Care | Health and Social Care | Samantha Bloomfield | Chris MacAdams / Manjit Sanrai | 18/11/2024 |
| 7 | Strategy / Award | Delivery Partner in respect of a Digital Triage & Integrated View of the Citizen Solution | TBC | The delivery of a bespoke Digital Triage & Integrated View of the Citizen Solution. The bespoke requirement incorporates an online digital triaging tool, whereby citizens can be triaged to the correct service provision depending on the answers to questions which are prompted. This data will be added to existing information across the Council's system infrastructure to provide a complimentary 'single' view of the citizens interaction with said services (thereby an Integrated View). Officers can then use this information to support early intervention activity currently delivered by multi-disciplinary teams across the Council including, amongst other, the Homes & Money Hub, Domestic Abuse and Homelessness support. | 3 years with an option to extend for a further 1 year | Adult Social Care | Digital, Culture, Heritage and Tourism | Samantha Bloomfield | Alice Beckwith / Jake Smith | 29/07/2024 |
| 8 | Strategy / Award | Supply of Cleaning Products and Hygiene Paper Products | P1243 | The Council has a requirement for the supply of Cleaning Materials and Janitorial Supplies. This arrangement is required to support the delivery of cleaning services to buildings the Council utilises and delivers services from. This contract includes the supply and delivery of: <ul style="list-style-type: none"> •non-specialist cleaning supplies (general cleaning chemicals and reagents), •paper hygiene products and cleaning consumables (e.g. cloths, mops, toilet rolls, paper towels etc) •specialist cleaning products (concentrated cleaning chemicals linked to dosing systems and will include the provision of associated dosing equipment). | 4 years | Council Management | Finance | Ravinder Dhalwal | Jose Vitoria | 29/07/2024 |
| 9 | Strategy / Award | Security for Events | P1261 | To establish a Council Framework Agreement via open procedure, to secure security service contractors to provide security for events on a 4year contract. Event security is a specialism that is set out with the Purple and Green guidance for event organisation. They are required to be SIA qualified, have an understanding/qualification in crowd management and customer service. Traditional guarding services is not suitable for events. | 4 years | City Operations | Digital, Culture, Heritage & Tourism | Carl Tomlinson | Jose Vitoria / Katie Brazier | 14/10/2024 |

| No. | Type of Report | Title of Procurement | Ref | Brief Description | Contract Duration | Directorate | Portfolio | Finance Officer | Contact Name | Planned CO Decision Date |
|-----|---------------------------------------|---|-------|---|--|--------------------------------------|---|-----------------|---|--------------------------|
| 10 | Strategy / Award | Construction Works on Various Buildings in Council and School Premises | TBC | Construction works for the repair and upgrade of the following buildings: <ul style="list-style-type: none"> •Roofing upgrade and repairs at Severne Primary School •Roofing upgrade and repairs at Sladefield Infant School •Roofing upgrade and repairs at City of Birmingham School (Stratford Road Campus) •Roofing upgrade and repair at Bells Farm Primary School Various repairs to a listed building at Springfield House School | Various dates | Children and Families | Children and Families | Paul Durrant | Zahid Mahmood / Charlie Short | Various |
| 11 | Strategy / Award | Commercial Removals and Office Relocations | P1266 | The Council is seeking to procure services of an experienced Commercial Removals provider to undertake comprehensive Removals activity associated with the rationalisation of the Central Administration Building (CAB) estate. | 4 years | Place, Prosperity and Sustainability | Leader | Azhar Rafiq | Mark Atkins / Phil Andrews / Jose Vitoria | 12/08/2024 |
| 12 | Strategy / Award | Supply and Delivery of Tools, Equipment and Ancillaries | P1201 | The City Council is looking to procure a contracted partner to supply its tools and equipment for cross cutting directorates across the city council this will include: <ul style="list-style-type: none"> •City Operations Directorate •City Housing Directorate •Adults Social Care Directorate •Places, prosperity and Sustainability Directorate •Children and Families Directorate •Council Management | 4 years | City Operations | Environment & Transport | Carl Tomlinson | Les Williams / Jose Vitoria | 14/10/2024 |
| 13 | Approval to Tender Strategy | Welfare Benefit & Debt Advice Services 2025-2028 | TBC | For independent third sector providers to deliver advice services relating to welfare benefits, debt and housing advice to the citizens of Birmingham via face-to-face and telephone advice services. | 3 years with an option to extend for a further 2 years | Adult Social Care | Social Inclusion, Community Safety & Equalities | Andrew Healey | Mike Davis / Sandra Asiedu | 01/11/2024 |
| 14 | Amendment Approval to Tender Strategy | Supply of Identity Plates for Private Hire Vehicles and Hackney Carriages | | Each private hire or hackney carriage vehicle licenced by the Council is required to display a vehicle identity plate. These plates are supplied to the vehicle proprietor by the Council's Licensing department. The Provider will also need to supply brackets direct to vehicle owners. Birmingham City Council will not provide or sell brackets to licensed vehicle proprietors. These must be supplied to the trade as required, by the successful contractor. This may be via a retailer, mail order, internet, etc. Licensed vehicle proprietors will be responsible for obtaining a bracket or fixing the plate directly to their vehicle. | 4 years | City Operations | Environment & Transport | Carl Tomlinson | Chris Arundel / Harpal Gill | 01/11/2024 |

APPENDIX 2**BRIEFING NOTE ON PLANNED PROCUREMENT ACTIVITIES**
CABINET – 25th JUNE 2024

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|--|--|
| Title of Contract | Highways PFI Technical and Commercial Advice & Support (Continuation July 2024 onwards) |
| Contact Officers | Director / Assistant Director: Mark Shelswell, Assistant Director Highways and Infrastructure Client Officer: Judy Johnson, PFI Procurement Manager (Commercial) Procurement Officer: Andrea Webster, Sub Category Manager |
| Relevant Portfolio | Councillor Majid Mahmood - Cabinet Member Environment and Transport |
| Briefly describe the service required. | Technical and commercial expert advice relating to the Council's Highway Maintenance and Management contract. |
| What is the proposed procurement route? | The proposed procurement route is a direct award under Crown Commercial Services Management Consultancy Framework Three (MCF3) RM6187 in accordance with the framework award mechanism. The reasons for direct award are continuity of advisory support and knowledge, the supplier recommended for award has organisational familiarity with the highway maintenance and management services contract and corporate memory meaning no lost time in maintaining continuity that is essential to this programme. The supplier recommended for award have been closely involved in this programme over the last 5-6 years from preparation of the business case right through the procurement to the current day supporting the judicial review and now working closely with the government appointed Commissioner. Any new supplier would need a significant amount of time to understand the background/history over the last 5-6 years, time the programme does not have given the current timetable and would not involve significant duplication of costs. |
| What are the existing arrangements? Is there an existing contract? If so when does that expire? | The existing contract a call off under the Councils Framework Agreement for Highways Maintenance and Management PFI Contract Restructuring Support with DLA Piper LLP will expire on 30 th June 2024. The supplier proposed for this new award is a sub-contractor under this arrangement with DLA Piper LLP. |
| Will any savings be generated? | No cashable savings will be generated by this project. |
| Has the In-House Preferred Test been carried out? | The in-house preferred test has been carried out and shows that this service cannot be undertaken in house. |
| How will this service assist with the Council's commitments to Route to Zero? | The use of these external resources will assist the Council in obtaining service delivery that supports Route to Zero (through maintenance of the city's roads). |
| How do these activities assist the Council with Everybody's Battle; Everybody's Business? | These activities will assist the Council in meeting its EBEB objective 'Deliver responsive services and customer care that is accessible and inclusive to individual needs'. |
| Is the Council under a statutory duty to provide this service? If not, what is the justification for providing it? | The Council is under a statutory duty to maintain its public highways as Highway Authority under the Highways Act 1980. The contract also supports statutory duties under the New Roads and Street Works Act 1992 and Traffic Management Act 2004. These statutory obligations are currently delivered via the Highway Maintenance and Management PFI Contract, however dependant on the outcome of the JR decision may be via an alternative contractual mechanism. The work being procured under this proposed contract are necessary to facilitate this and |

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| | any transitional measures that may need to be undertaken to ensure the council can discharge its duty's. |
| Approval via Spend Control Board. | Approval has been obtained by the Section 151 Spend Board on 21 st December 2023 ID3907. |
| Estimated value of project (note: value estimated at time of submission of PPAR, this may change at time of advancing any related procurement activity) | Up to an estimated maximum value of £2,200,000. |
| What budget is the funding from for this service? | This is funded from the Highway Maintenance and Management PFI budget and reserves. |
| Proposed start date and duration of the new contract | The contract start date is July 2024 for a period of up to 2 years. |

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| Title of Contract | Mobile Catering Services in Parks |
| Contact Officers | Director / Assistant Director: Andy Vaughan, Interim Director, Street Scene Client Officer: Matt Hageney, Partnership Manager Procurement Officer: Raja Chowdhury, Sub-Category Officer |
| Relevant Portfolio | Councillor Majid Mahmood – Cabinet Member, Environment and Transport |
| Briefly describe the service required. | There is a requirement for mobile catering to be provided across approximately 50 sites in the Council's parks. Four-year licences/contracts will be granted to suitable operators on a concessionary basis for facilities such as ice cream vans and small hot /cold food kiosks. The operator will pay a fee for each concession licence/contract. |
| What is the proposed procurement route? | A procurement process for a concession contract below the procurement threshold will be undertaken and advertised in Contracts Finder and www.finditinbirmingham.com |
| What are the existing arrangements? Is there an existing contract? If so when does that expire? | There are various contracts in place that expire on 31 st December 2024, the awards of which were approved under Chief Officer delegation. |
| Will any savings be generated? | This is income-generating with the funds going into individual parks budget. An annual cashable income of approximately £150,000 (c£600,000 in 4 years) is expected to be generated from fees which will contribute to the existing service area income target. |
| Has the In-House Preferred Test been carried out? | Yes, and the test demonstrates that the Council does not have the capacity, equipment and facilities required to deliver these in-house. |
| How will this service assist with the Council's commitments to Route to Zero? | The mobile units used for selling ice cream and small hot /cold food kiosks are pitched at a fixed point within the parks. The proposed procurement will consider all feasible environmental options, where applicable. |
| How do these activities assist the Council with Everybody's Battle; Everybody's Business? | The proposed mobile catering provisions will be made available to members of all communities. The proposed service provisions lend itself to the following objectives within Everybody's Battle; Everybody's Business: "Deliver responsive services and customer care that is accessible, inclusive to individual's needs and respects faith, beliefs and cultural differences." |
| Is the Council under a statutory duty to provide this service? If not, what is the justification for providing it? | No, there is not a statutory duty. However, this service is incoming generating and assists with attracting visitors to use the Council's parks. |
| Approval via Spend Control Board. | Approval has been obtained by the Section 151 Spend Board on 22 nd May 2024. |
| Estimated value of project | This is an income-generating arrangement with estimated value of £112,000 per annum. However, seeking to maximise through the procurement process. Income contributes to Parks income budgets. |
| What budget is the funding from for this service? | This is income-generating with the funds going into the individual parks budget. |
| Proposed start date and duration of the new contract | The proposed start date is 1 st January 2025 for a period of 4 years. |

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| Title of Contract | Morning Goods for Schools and Care Homes |
| Contact Officers | Director / Assistant Director: Director Group & Capital Finance, Deputy s151 Client Officer: Dale Wild Head of Service City Serve Procurement Officer: Graham Duddle, Revenue & Operations Manager |
| Relevant Portfolio | Councillor Karen McCarthy – Cabinet Member for Finance |
| Briefly describe the service required. | The provision of morning goods to be provided to all schools and Care Homes that fall under City Serve control. This will support a number of Council Strategies that support the local economy and vulnerable citizens. |
| What is the proposed procurement route? | A Call Off Contract will be established using a compliant framework agreement in accordance with its protocol identified as being the most suitable that demonstrates value for money. |
| What are the existing arrangements? Is there an existing contract? If so when does that expire? | Existing contract is with Johal Dairies and is due to expire in June 2024. A short-term waiver has been produced whilst these tender processes are concluded. |
| Will any savings be generated? | Initially funded via general fund but recharged to schools on an "at cost" basis which ultimately is funded by schools via their DSG funding and payment received from parents. |
| Has the In-House Preferred Test been carried out? | There is not the resources of capabilities within the Council to produce and distribute morning goods. |
| How will this service assist with the Council's commitments to Route to Zero? | The suppliers will support Net Zero targets by 2019 through management of their business needs, moving toward greenhouse gas emission strategies. |
| How do these activities assist the Council with Everybody's Battle; Everybody's Business? | The suppliers will be assessed on how they deliver their strategies on Equality, Diversity and Inclusion. |
| Is the Council under a statutory duty to provide this service? If not, what is the justification for providing it? | There is not a statutory duty to provide this service. However, the service is required for provision of meals to schools and vulnerable children and citizens. |
| Approval via Spend Control Board. | Approval has been obtained by the Section 151 Spend Board on 27 th March 2024. |
| What budget is the funding from for this service? | Initially funded via general fund but recharged to schools on an "at cost" basis which ultimately is funded by schools via their DSG funding and payment received from parents. Cityserve operate on a business model that is a full cost recovery including all overheads within the Council that is applied to the service. |
| Estimated value of project (note: value estimated at time of submission of PPAR, this may change at time of advancing any related procurement activity) | The estimated value for the period of the contract is £760,000 with a value of £1,140,000 if the option to extend for 1 year is taken up based on performance and meeting KPI's within the contract. |
| Proposed start date and duration of the new contract | The proposed start date is September 2024 for a period of 2 years with an option to extend for a further 1 year subject to funding availability and satisfactory performance. |

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| Title of Contract | Fresh Fruit and Vegetables for Schools and Care Homes |
| Contact Officers | Director / Assistant Director: Director Group & Capital Finance, Deputy s151 Client Officer: Dale Wild Head of Service City Serve Procurement Officer: Graham Duddle, Revenue & Operations Manager |
| Relevant Portfolio | Councillor Karen McCarthy – Cabinet Member for Finance |
| Briefly describe the service required. | The provision of Fresh Fruit and Vegetables to be provided to all schools and Care Homes that fall under City Serve control. This meets the Schools Foods Plan, Allergen management and nutrition balance. This will support a number of Council Strategies that support the local economy and vulnerable citizens. |
| What is the proposed procurement route? | A Call Off Contract will be established using a compliant framework agreement in accordance with its protocol identified as being the most suitable that demonstrates value for money. |
| What are the existing arrangements? Is there an existing contract? If so when does that expire? | The existing contract with Arthur Bretts will expire in August 2024. A short-term waiver has been produced whilst these tender processes are concluded. |
| Will any savings be generated? | Initially funded via general fund but recharged to schools on an "at cost" basis which ultimately is funded by schools via their DSG funding and payment received from parents. |
| Has the In-House Preferred Test been carried out? | There is not the resources of capabilities within the Council to produce and distribute Fruit and vegetables. |
| How will this service assist with the Council's commitments to Route to Zero? | The suppliers will support Net Zero targets by 2019 through management of their business needs, moving toward greenhouse gas emission strategies. |
| How do these activities assist the Council with Everybody's Battle; Everybody's Business? | The suppliers will be assessed on how they deliver their strategies on Equality, Diversity and Inclusion. |
| Is the Council under a statutory duty to provide this service? If not, what is the justification for providing it? | There is not a statutory duty to provide this service. However, the service is required for provision of meals to schools and vulnerable children and citizens. |
| Approval via Spend Control Board. | Approval has been obtained by the Section 151 Spend Board on 28 th March 2024. |
| What budget is the funding from for this service? | Initially funded via general fund but recharged to schools on an "at cost" basis which ultimately is funded by schools via their DSG funding and payment received from parents. Cityserve operate on a business model that is a full cost recovery including all overheads within the Council that is applied to the service. |
| Estimated value of project (note: value estimated at time of submission of PPAR, this may change at time of advancing any related procurement activity) | The estimated value for the period of the contract is £2,020,000 with a value of £3,030,000 if the option to extend for 1 year is taken up based on performance and meeting the KPI's within the contract. |
| Proposed start date and duration of the new contract | The proposed start date is September 2024 for a period of 2 years with an option to extend for a further 1 year subject to funding availability and satisfactory performance. |

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| Title of Contract | Halal Meat for Schools and Care Homes |
| Contact Officers | Director / Assistant Director: Director Group & Capital Finance, Deputy s151 Client Officer: Dale Wild Head of Service City Serve Procurement Officer: Graham Duddle, Revenue & Operations Manager |
| Relevant Portfolio | Councillor Karen McCarthy – Cabinet Member for Finance |
| Briefly describe the service required. | The provision of Halal meat in line with Islamic religious Law to be provided to all schools and Care Homes that fall under City Serve control. This will support a number of Council Strategies that support the local economy and vulnerable citizens. |
| What is the proposed procurement route? | A Call Off Contract will be established using a compliant framework agreement in accordance with its protocol identified as being the most suitable that demonstrates value for money. |
| What are the existing arrangements? Is there an existing contract? If so when does that expire? | The existing contract with Spicetime will expire in June 2024. A short-term waiver has been produced whilst these tender processes are concluded. |
| Will any savings be generated? | Initially funded via general fund but recharged to schools on an "at cost" basis which ultimately is funded by schools via their DSG funding and payment received from parents. |
| Has the In-House Preferred Test been carried out? | There is not the resources of capabilities within the Council to produce and distribute Halal Meat. |
| How will this service assist with the Council's commitments to Route to Zero? | The suppliers will support Net Zero targets by 2019 through management of their business needs, moving toward greenhouse gas emission strategies. |
| How do these activities assist the Council with Everybody's Battle; Everybody's Business? | The suppliers will be assessed on how they deliver their strategies on Equality, Diversity and Inclusion. |
| Is the Council under a statutory duty to provide this service? If not, what is the justification for providing it? | There is not a statutory duty to provide this service. However, the service is required for provision of meals to schools and vulnerable children and citizens. |
| Approval via Spend Control Board. | Approval has been obtained by the Section 151 Spend Board on 28 th March 2024. |
| What budget is the funding from for this service? | Initially funded via general fund but recharged to schools on an "at cost" basis which ultimately is funded by schools via their DSG funding and payment received from parents. Cityserve operate on a business model that is a full cost recovery including all overheads within the Council that is applied to the service. |
| Estimated value of project (note: value estimated at time of submission of PPAR, this may change at time of advancing any related procurement activity) | The estimated value for the period of the contract is £1,080,000 with a value of £1,620,000 if the option to extend for 1 year is taken up based on performance and meeting of the stipulated KPI's. |
| Proposed start date and duration of the new contract | The proposed start date is September 2024 for a period of 2 years with an option to extend for a further 1 year subject to funding availability and satisfactory performance. |

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| Title of Contract | Direct Payments Support Services |
| Contact Officers | Director / Assistant Director: Louise Collett - Acting Director, Adult Social Care Client Officer: Chris MacAdams – Commissioning Manager Procurement Officer: Manjit Samrai, Sub Category Officer |
| Relevant Portfolio | Councillor Mariam Khan - Cabinet Member for Health and Social Care |
| Briefly describe the service required. | To provide a range of support to citizens using Direct Payments to deliver all the services, across Adults and Children's such as: <ul style="list-style-type: none"> • Ongoing advice and support • Advising citizens of client contributions • Personal Care Assistant recruitment • Managed accounts – managing citizen's Direct Payment where they are unable to do so • Payroll and HMRC services • Arranging Carer and Personal Assistant Insurance • Arrange DBS checks |
| What is the proposed procurement route? | An open procurement process will be advertised on Find a Tender Service and Contracts Finder. |
| What are the existing arrangements? Is there an existing contract? If so when does that expire? | The existing contracts is with Ideal for All Ltd, The Penderels Trust Limited and PeoplePlus. These contracts expire on 31st January 2025. |
| Will any savings be generated? | No cashable savings will be generated by this project. |
| Has the In-House Preferred Test been carried out? | Yes, and the test demonstrated this is not suitable to be carried out in-house. The cost of this would be prohibitive and it would take time to develop the required expertise to provide the level of support required. |
| How will this service assist with the Council's commitments to Route to Zero? | Procurement of this service will not assist in meeting the Council's commitment of Route to Zero. |
| How do these activities assist the Council with Everybody's Battle; Everybody's Business? | This activity will not assist in meeting the Council's commitment to Everybody's Battle; Everybody's Business. |
| Is the Council under a statutory duty to provide this service? If not, what is the justification for providing it? | There is not a statutory duty to provide this service. However, the Care Act 2014 makes it clear that Local Authorities have a duty to ensure that citizens meet any Tax and National Insurance liabilities that are due. It is difficult to see how this can be guaranteed by the Council without such provision being put into place. |
| Approval via Spend Control Board. | Approved at Adult Social Care Spend Board on 13 th May 2024 with directorate delegation. This means that the request has been approved without the need for further approval from the spend control board. |
| What budget is the funding from for this service? | This will be funded by the Adult Social Care Directorate from its Adult Placements Budget. |
| Estimated value of project (note: value estimated at time of submission of PPAR, this may change at time of advancing any related procurement activity) | The estimated total contract value for a 4-year contract will be £3,600,000 based on historical usage. |
| Proposed start date and duration of the new contract | The proposed start date is 1 st February 2025 for a period of 4 years. |

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| Title of Contract | Delivery Partner in respect of a Digital Triage & Integrated View of the Citizen Solution |
| Contact Officers | Director / Assistant Director: Kalvinder Kohli, Assistant Director Early Intervention & Prevention Client Officer: Alice Beckwith, Programme Manager Procurement Officer: Jake Smith, ICT Category Manager |
| Relevant Portfolio | Councillor Saima Suleman - Cabinet Member for Digital, Culture, Heritage and Tourism |
| Briefly describe the service required. | The Early Intervention & Prevention Programme Business Case, as submitted by Graeme Betts, which included the delivery of a bespoke Digital Triage & Integrated View of the Citizen Solution, was approved by Cabinet on the 25 th April 2023. The bespoke requirement incorporates an online digital triaging tool, whereby citizens can be triaged to the correct service provision depending on the answers to questions which are prompted. This data will be added to existing information across the Councils' system infrastructure to provide a complimentary 'single' view of the citizens interaction with said services (thereby an Integrated View). This capability and functionality will enable a granular understanding and assessment of socio-economic inequality across the city which is leading to increased demand in the Council's services. |
| What is the proposed procurement route? | Further to a robust pre-market engagement exercise scoping both qualitative capability and value assessment (with Microsoft's professional services assistance) the route to market will be a compliant direct award to Xantura Ltd as the only technically capable, accredited Delivery Partner available via G Cloud 13 framework agreement (again as supported by Microsoft Professional Services). |
| What are the existing arrangements? | There is a new requirement. |
| Will any savings be generated? | The solution will contribute to the £1.6M delivery savings through operational efficiency and reducing avoidable demand. |
| Has the In-House Preferred Test been carried out? | Yes, an Inhouse test undertaken by DTS established this is not a viable option. Proof of concepts (delivered by Microsoft Professional Services) further established the technologies required to implement the required specification do not currently sit in-house. |
| How will this service assist with the Council's commitments to Route to Zero? | By reducing avoidable journeys to the Council Offices by improving the online self-service offer. |
| How do these activities assist the Council with Everybody's Battle; Everybody's Business? | The solution will contribute to revealing inequalities experienced (disproportionality) by our citizens in acute services. Advanced analytics will be used to quickly analyse any biases in caseload. |
| Is the Council under a statutory duty to provide this service? If not, what is the justification for providing it? | There is not a statutory duty to provide this service. However, the service is required to support and enable statutory services, i.e. the solution required will identify vulnerable residents at-risk of homelessness. |
| Approval via Spend Control Board. | Approval has been obtained by the Section 151 Spend Board on 29th May 2024. |
| What budget is the funding from for this service? | Funding was approved from the following sources: Cost of Living Fund (Grant) - £400,000 Early Intervention & Prevention Programme - £875,000 Data Programme - £200,000 |
| Estimated value of project (note: value estimated at time of submission of PPAR, this may change at time of advancing any related procurement activity) | Pre-market engagement (with the support of Microsoft Professional Services) established an estimated solution delivery, and licensing cost of £575,000 for year 1, with annual ongoing license costs of £300,000. |

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| | <p>If the extension option is used (subject to agreement between all Parties), this could result in an overall contract cost, not exceeding £1,475,000 over a 4-year period.</p> <p>For transparency purposes, there will also be an indirect (additional) variable cost with Microsoft based on increased consumption in relation to a combination of Microsoft products aligned to the incumbent BCC technology stack (i.e. increased users in Power BI).</p> <p>Based on maximum footfall say 10,000 a month this could equate to approximately £100,000 per annum.</p> |
| Proposed start date and duration of the new contract | The proposed start date is July 2024 for a period of 3 years, with an extension option for a further 1 year (subject to agreement between all parties, and notwithstanding any embedded termination and / or exit clauses) |

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| Title of Contract | Supply of Cleaning Products and Hygiene Paper Products |
| Contact Officers | <p>Director / Assistant Director: Maria Huggon - Interim Director of Commercial and Procurement</p> <p>Client Officer: Richard Tibbatts – Head of Corporate Category</p> <p>Procurement Officer: Jose Vitoria – Assistant Sub Category Manager</p> |
| Relevant Portfolio | Councillor Karen McCarthy – Cabinet Member for Finance |
| Briefly describe the service required. | <p>For the supply of Cleaning Materials and Janitorial Supplies. This arrangement is required to support the delivery of cleaning services to buildings the Council utilises and delivers services from. This contract includes the supply and delivery of:</p> <ul style="list-style-type: none"> • non-specialist cleaning supplies (general cleaning chemicals and reagents), • paper hygiene products and cleaning consumables (e.g. cloths, mops, toilet rolls, paper towels etc) • specialist cleaning products (concentrated cleaning chemicals linked to dosing systems and will include the provision of associated dosing equipment). <p>The goods supplied under the proposed contract required by the Corporate Landlord function, Building Management, Cityserve, and other directorates, Schools will also be able to access supplies through this agreement.</p> |
| What is the proposed procurement route? | A procurement process will be undertaken by way of a National Framework in accordance with its protocol. |
| What are the existing arrangements? Is there an existing contract? If so when does that expire? | The existing agreement was awarded to Nobisco Limited for a 7-month period commencing 18 January 2024, approved via Waiver Procedure in adherence to the Council Constitution (Part D Procurement and Contract Governance Rules). |
| Will any savings be generated? | No cashable are expected to be generated by this project. However, a rationalisation exercise on the current range will be carried out with a view to consolidate the demand and replace branded products with own brand substitutes where appropriate, this is likely to generate some savings which are yet unknown. |
| Has the In-House Preferred Test been carried out? | The Council does not have the capacity or capability to supply the goods in scope of this contract. |
| How will this service assist with the Council's commitments to Route to Zero? | Tenderers will be required to demonstrate how their proposed solution will assist in reducing their carbon footprint in their submission to be evaluated as part of the tender process. |
| How do these activities assist the Council with Everybody's Battle; Everybody's Business? | The Council is committed to eliminating discrimination and encouraging diversity amongst our workforce. The aim of this procurement is to ensure that the supplier's workforce will be truly representative of all sections of society. |

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| Is the Council under a statutory duty to provide this service? If not, what is the justification for providing it? | This arrangement is required to support the delivery of cleaning services to buildings the Council utilises and delivers services from. Under The Health and Safety at Work Act 1974 and more specifically The Workplace (Health, Safety and Welfare) Regulations 1992, employers have a responsibility to ensure that the workplace is kept sufficiently clean and tidy. If the spend is not approved, the Council will be at risk of not complying with the employer's obligations under the Workplace (Health, Safety and Welfare) Regulations 1992. |
| Approval via Spend Control Board. | Authorisation was received from the S151 board on 2 nd May 2024. |
| Estimated value of project (note: value estimated at time of submission of PPAR, this may change at time of advancing any related procurement activity) | The estimated value for the full period of the contract is £4,100,000 based on historical spend and contract usage and a projected value estimated factoring in a 4% annual inflation. |
| What budget is the funding from for this service? | This spend will be met from directorate or service department general fund budgets. |
| Proposed start date and duration of the new contract | The proposed start date is 19 August 2024 for a period of 4 years. |

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| Title of Contract | Security for Events |
| Contact Officers | Director / Assistant Director: Craig Cooper - Strategic Director City Operations / Chris Jordan – AD Neighbourhoods Client Officer: Katie Brazier - Head of Events Procurement Officer: Jose Vitoria – Assistant Sub Category Manager |
| Relevant Portfolio | Councillor Saima Suleman - Cabinet Member for Digital, Culture, Heritage and Tourism |
| Briefly describe the service required. | To establish a Council Framework Agreement via open procedure, to secure security service contractors to provide security for events on a 4year contract. Event security is a specialism that is set out with the Purple and Green guidance for event organisation. They are required to be SIA qualified, have an understanding/qualification in crowd management and customer service. Traditional guarding services is not suitable for events. |
| What is the proposed procurement route? | The contract will be advertised in Find a Tender, Contracts Finder and www.finditinbirmingham.com . and the tender process will seek to establish a Birmingham City Council own Framework Agreement procured via the Open Procedure procurement route. |
| What are the existing arrangements? Is there an existing contract? If so when does that expire? | The existing contract expired May 2022. The incumbent provider is currently delivering the services under an extension of the existing contract until 31 December 2024. A waiver was approved to extend the contract until 31 December 2024. |
| Will any savings be generated? | There are no cashable savings derived from the award of this contract. |
| Has the In-House Preferred Test been carried out? | Yes, and the test demonstrated this is not suitable to be carried out in-house as there is not the resources within the Council to provide this service. It is a specialism area of security services. |
| How will this service assist with the Council's commitments to Route to Zero? | The specification will require the services to be delivered in a way that reduces or minimises both direct and indirect carbon emissions. |
| How do these activities assist the Council with Everybody's Battle; Everybody's Business? | The Council is committed to eliminating discrimination and encouraging diversity amongst our workforce. The aim of this procurement is to ensure that the supplier's workforce will be truly representative of all sections of society. |

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| <p>Is the Council under a statutory duty to provide this service? If not, what is the justification for providing it?</p> | <p>There is not a statutory duty to provide this service. However, the service is required to be able to supply security for Events. Not having a security provision in place would mean the Council would not be able to provide security services to cover events such as Remembrance Sunday, or events at Alexander Stadium.</p> |
| <p>Approval via Spend Control Board.</p> | <p>Authorisation was obtained from the Section S151 Spend Board on 2nd May 2024. Reference 7188.</p> |
| <p>Estimated value of project (note: value estimated at time of submission of PPAR, this may change at time of advancing any related procurement activity)</p> | <p>Estimated value of project will be £1,600,000.</p> |
| <p>What budget is the funding from for this service?</p> | <p>This arrangement will not commit the Council to a particular level of spend. Costs will be passed on to event organisers. If costs relate to Council run events it will be subject to separate confirmation of budget and spend control approval.</p> |
| <p>Proposed start date and duration of the new contract</p> | <p>The proposed start date of the framework agreement is 1st January 2025 for a period of 4 years. The proposed framework agreement is an agreement with provider(s) which set out terms and conditions under which specific purchases (call-offs) can be made throughout the term of the agreement. The length of call-offs (individual contracts), under a framework agreement, is not specifically limited to the duration of the framework agreement. Call-offs, as with other contracts, will be appropriate to the purchases in question and will reflect value for money considerations. Every call off will follow the Council's governance arrangements.</p> |

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| Title of Contract | Construction Works on Various Buildings in Council and School Premises |
| Contact Officers | Director / Assistant Director: Sue Harrison, Strategic Director, Children & Families Client Officer: Zahid Mahmood, Acting Head of Service, Procurement Officer: Charlie Short, Procurement Manager |
| Relevant Portfolio | Councillor Mick Brown - Children Young People and Families |
| Briefly describe the service required. | Construction works for the repair and upgrade of the following buildings: <ul style="list-style-type: none"> • Roofing upgrade and repairs at Severne Primary School • Roofing upgrade and repairs at Sladefield Infant School • Roofing upgrade and repairs at City of Birmingham School (Stratford Road Campus) • Roofing upgrade and repair at Bells Farm Primary School • Various repairs to a listed building at Springfield House School • Roofing and structural repairs at Hollyfield Primary School |
| What is the proposed procurement route? | Direct awards using the NHS SBS Facilities Management Framework Agreement. |
| What are the existing arrangements? Is there an existing contract? If so when does that expire? | This is a one-off requirement. |
| Will any savings be generated? | No savings will be generated from this procurement process for a one-off works project. |
| Has the In-House Preferred Test been carried out? | Yes, and the test demonstrated this is not suitable to be carried out in-house for a construction project. |
| How will this service assist with the Council's commitments to Route to Zero? | The works will be undertaken using the most up-to-date sustainable materials. |
| How do these activities assist the Council with Everybody's Battle; Everybody's Business? | The works will ensure the buildings are up to date for continuity of use to all sections of the community. |
| Is the Council under a statutory duty to provide this service? If not, what is the justification for providing it? | There is not a statutory duty to provide this service. However, the works supports the statutory duty, by virtue of section 542(2) of the Education Act 1996, in respect of schools that it maintains, to secure that the school premises conform to the prescribed standards. |
| Approval via Spend Control Board. | Authorisation was obtained from the Section S151 Spend Board on 30th May 2024. |
| Estimated value of project (note: value estimated at time of submission of PPAR, this may change at time of advancing any related procurement activity) | School Condition Allocation Funding <ul style="list-style-type: none"> • Roofing upgrade and repairs at Severne Primary School (£256,000) • Roofing upgrade and repairs at Sladefield Infant School (£448,000) • Roofing upgrade and repairs at City of Birmingham School (Stratford Road Campus) (£600,000) • Roofing upgrade and repair at Bells Farm Primary School (£800,000) • Various repairs to a listed building at Springfield House School (£450,000) • Roofing and structural repairs at Hollyfield Primary School at Hollyfield Primary School (£692,00) |
| What budget is the funding from for this service? | This is funded from School Condition Allocation Funding. |
| Proposed start date and duration of the new contract | Various start dates from July 2024. |

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| Title of Contract | Commercial Removals and Office Relocations |
| Contact Officers | Director / Assistant Director: David Harris - Assistant Director Corporate Landlord Client Officer: Mark Atkins - CAB Accommodation Planning Manager / Phil Andrews – Head of Service Procurement Officer: Jose Vitoria – Assistant Sub Category Manager |
| Relevant Portfolio | Councillor John Cotton – Leader of the Council |
| Briefly describe the service required. | The Council is seeking to procure services of an experienced Commercial Removals provider to undertake comprehensive Removals activity associated with the rationalisation of the Central Administration Building (CAB) estate. The duration of the contract is of 4 years, although the majority of the activity will be taking place during the first 2 years of the contract. |
| What is the proposed procurement route? | A Call Off Contract will be established using a compliant framework agreement in accordance with its protocol identified as being the most suitable that demonstrates value for money. |
| What are the existing arrangements? Is there an existing contract? If so when does that expire? | There is currently a contract in place for the provision of Removal Solutions, this contract is being delivered by Harrow Green Limited and is due to expire in September 2024. |
| Will any savings be generated? | No cashable savings will be generated by this project. This contract will be an enabler for wider departmental savings. |
| Has the In-House Preferred Test been carried out? | The Council does not possess either the capacity or resources to deliver this requirement. Clearance elements of this contract (where the Council has capacity to deliver) will awarded to Environmental Health, Mortuaries & Pest Control. |
| How will this service assist with the Council's commitments to Route to Zero? | This contract will contribute to the disposal of buildings across the Council estate which in turn help reduce the carbon footprint of the Council's operation. |
| How do these activities assist the Council with Everybody's Battle; Everybody's Business? | The removals activity will enable a more efficient utilisation of the retained Central Admin Buildings estate, in turn enabling provision of statutory council services that are inclusive to all of Birmingham's communities. |
| Is the Council under a statutory duty to provide this service? If not, what is the justification for providing it? | There is not a statutory duty to provide this service. However, the service is required to enable office relocations/office clearance activity as the Council office portfolio reduces. |
| Approval via Spend Control Board. | Authorisation was received from the S151 board on 17 th May 2024. ID: 7593. |
| Estimated value of project (note: value estimated at time of submission of PPAR, this may change at time of advancing any related procurement activity) | The estimated value for the period of the contract is £1,500,000 based on historical spend and projected activity. |
| What budget is the funding from for this service? | The cost of this contract will be met from Corporate Landlord General Fund budget predominantly. However, in some instances it will be met by the service requiring the removal services. |
| Proposed start date and duration of the new contract | The proposed start date is 1st October 2024 for a period of 4 years. |

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| Title of Contract | Supply and Delivery of Tools, Equipment and Ancillaries |
| Contact Officers | Director / Assistant Director: Andy Vaughan (Director) Client Officer: Les Williams – Principal Operations Manager Procurement Officer: Jose Vitoria, Assistant Sub-Category Manager |
| Relevant Portfolio | Councillor Majid Mahmood – Cabinet Member for Environment & Transport |
| Briefly describe the service required | <p>The City Council is looking to procure a contracted partner to supply its tools and equipment for cross cutting directorates across the city council this will include:</p> <ul style="list-style-type: none"> • City Operations Directorate • City Housing Directorate • Adults Social Care Directorate • Places, prosperity and Sustainability Directorate • Children and Families Directorate • Council Management <p>The city maintains the city streets parks and open spaces. It also maintains the housing stocks across the city as well as uses tools and equipment in other areas. This will also include the other service areas to City operations does spend the largest amount due to it being a manual operation. The other directorates use tools and equipment to a lesser degree however they are still reliant on tools and equipment to be able to offer their services. The Council does not manufacture any of its own tools and equipment and we need to engage a partner to be able to do so.</p> <p>The directorates also have specific unique tools that are akin to their operational needs that would need to be included in the contract.</p> |
| What is the proposed procurement route? | A Call Off Contract will be established using a compliant framework agreement in accordance with its protocol identified as being the most suitable that demonstrates value for money. |
| What are the existing arrangements? Is there an existing contract? If so when does that expire? | Currently there is no formal arrangement in place. These goods are supplied by various suppliers on an ad hoc basis. |
| Will any savings be generated? | An unknown amount of cashable savings would be expected to be achieved because of the competitive procurement procedure and by consolidating the demand to obtain economies of scale. There may be administrative efficiencies from having a single supplier and a term commitment. |
| Has the In-House Preferred Test been carried out? | No, the City Council does not manufacture its own tools and equipment it must be provided by a third-party supplier. |
| How will this service assist with the Council's commitments to Route to Zero? | The city would expect that the partner would use Caz compliant and the latest engine technology to ensure that it is meeting the City Councils route to Net Zero. We would also expect that any subcontractors would also be able to meet these objectives, and this would need to be demonstrated within the submission from the contact bids. |
| How do these activities assist the Council with Everybody's Battle; Everybody's Business? | We would expect the tender to identify how the business supports the City Councils objectives around discrimination with reference to: Race, Gender, Age, Equality Act 2010, Equal pay i.e. Living Wage. The tender would also need to identify the candidate's investment in staff training and expertise. |
| Is the Council under a statutory duty to provide this service? If not, what is the justification for providing it? | There are several of the services provided that are statutory and the city has an obligation to meet these objectives. |

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| Approval via Spend Control Board. | Authorisation was received from the S151 board on 29 th April 2024. ID: 7075 |
| Estimated value of project (note: value estimated at time of submission of PPAR, this may change at time of advancing any related procurement activity) | The estimated value for the period of the contract is £810,000 based on historical spend and usage, projected annual inflation, circa 4% has been built into the estimate. |
| What budget is the funding from for this service? | This spend will be met from directorate or service departments general fund budgets. |
| Proposed start date and duration of the new contract | The proposed start date is 1st January 2025 for a period of 4 years. |

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| Title of Contract | Welfare Benefit & Debt Advice Services 2025-2028 |
| Contact Officers | Director / Assistant Director: Louise Collett, Interim Strategic Director, Adult Social Care Directorate Client Officer: Mike Davis, Head of Service, Neighbourhood Advice & Information Procurement Officer: Sandra Asiedu, Category Manager |
| Relevant Portfolio | Councillor Nicky Brennan - Cabinet Member, Social Inclusion, Community Safety & Equalities |
| Briefly describe the service required. | For independent third sector providers to deliver advice services relating to welfare benefits, debt and housing advice to the citizens of Birmingham via face-to-face and telephone advice services. There will be one citywide telephone advice service operating for a minimum of 30 hours each week providing welfare benefit, debt and housing advice and information. Secondly, there will be four face-to-face contracts (North, South, East, West & Central) again each operating for a minimum of 30 hours each week providing welfare benefit, debt and housing advice with the emphasis on sustaining security of tenure and preventing homelessness. This will primarily involve intensive advice casework that delivers sustained improved financial and other outcomes for citizens. |
| What is the proposed procurement route? | A tender process will be commenced using the open procurement route advertised in Find a Tender, Contracts Finder and www.finditinbirmingham.com |
| What are the existing arrangements? Is there an existing contract? If so when does that expire? | The existing contracts will expire on 31 March 2025. |
| Will any savings be generated? | No cashable savings will be generated by this project. |
| Has the In-House Preferred Test been carried out? | Whilst the council has its own in-house advice services, having third sector providers increases access to advice and gives citizens a greater degree of choice over their advice provider. Citizens who are council tenants may feel more comfortable seeking advice from the council but equally citizens of other tenures may prefer to access advice via independent providers. |
| How will this service assist with the Council's commitments to Route to Zero? | By making service points accessible it will limit travelling across the city. The contracts will include a Telephone Advice service further reducing the need for journeys to be made by citizens to receive advice services. The service may consider incorporating video calls as appropriate. |
| How do these activities assist the Council with Everybody's Battle; Everybody's Business? | Demographic data of citizens using third sector advice services is recorded to ensure equity. The geographical spread of face-to-face advice provision across the city helps to improve overall accessibility. |

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| Is the Council under a statutory duty to provide this service? If not, what is the justification for providing it? | This is not a statutory duty however the paper reflects the council's desire/objective to support Birmingham citizens. This early intervention should deliver savings in other areas, though this is probably hard to specifically measure. |
| Approval via Spend Control Board. | Authorisation was received from the S151 board on 6 th June 2024. |
| What budget is the funding from for this service? | This is General Fund from within the Legal Entitlement Advice Services (LEAS) budget held by the Adult Social Care Directorate. A contribution of around 35% comes into the budget from the BCC Public Health Team in recognition of the health & wellbeing benefits associated with money advice services. |
| Estimated value of project (note: value estimated at time of submission of PPAR, this may change at time of advancing any related procurement activity) | The estimated value is £1,177,500 for a 3-year contract term. This is based on an annual spend of £392,500. If the option to extend for a further 2 years is taken up the total value would amount to £1,962,500. |
| Proposed start date and duration of the new contract | The proposed start date is 1 st April 2025 for a period of 3 years with an option to extend for a further 2 years. |

APPENDIX 3 - NOTIFICATION OF MINOR AMENDMENTS

This appendix provides the rationale for minor amendments to PPAR previously agreed by Cabinet on 19th March 2024 which highlights the changes made to the original and revised PPAR items below for reference.

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| Title of Contract | Supply of Identity Plates for Private Hire Vehicles and Hackney Carriages |
| Contact Officers | Director: Sajeela Naseer, Director Regulation and Enforcement Client Officer: Chris Arundel, Principal Licensing Officer Procurement Officer: Harpal Gill, Assistant Category Manager |
| Relevant Portfolio | Cabinet Member for Transport (Councillor Liz Clements) |
| Briefly describe the service required. | Each private hire or hackney carriage vehicle licenced by the Council is required to display a vehicle identity plate. These plates are supplied to the vehicle proprietor by the Council's Licensing department. The Provider will also need to supply brackets direct to vehicle owners. The Council will not provide or sell brackets to licensed vehicle proprietors. These must be supplied to the trade as required, by the successful contractor. This may be via a retailer, mail order, internet, etc. Licensed vehicle proprietors will be responsible for obtaining a bracket or fixing the plate directly to their vehicle. |
| What is the proposed procurement route? | A tender process will be commenced using the open procurement route advertised in Find a Tender, Contracts Finder and www.finditinbirmingham.com |
| What are the existing arrangements? Is there an existing contract? If so when does that expire? | The existing contract will expire on 30th November 2024. |
| Will any savings be generated? | No cashable savings will be generated by this project. |
| Has the In-House Preferred Test been carried out? | The Council does not have the capability nor the specialist products to deliver this service in-house. |
| How will this service assist with the Council's commitments to Route to Zero? | Bidders for the contract will be requested to provide details of any new, improved, environmentally preferable products, which might be suitable for consideration, as alternatives to the currently supplied product. If a suitable alternative can be identified, after taking account of cost and the environmental impact of any necessary changes to production and final assembly by licensing officers, the chosen supplier will be required to commit to supplying the new product, as required, for the duration of the contract. |
| How do these activities assist the Council with Everybody's Battle; Everybody's Business? | While not directly assisting in the Everybody's Battle, Everybody's Business, Licencing team is a key enabling service between the Council and the Licensing Plates supplier and the design elements displayed is clearly visible to everyone and especially those members of the community with visual impairment, such as high contrast schemes and in the specific case of private hire signage the choice of a high contrast yellow and black scheme originally recommended by RNIB. |
| Is the Council under a statutory duty to provide this service? If not, what is the justification for providing it? | There is a statutory duty to provide the vehicle licence plate, however, any additional signage is required at the discretion of the Licensing and Public Protection Committee of Birmingham City Council. |
| Approval via Spend Control Board. | Directorate spend approved on 31/01/2024 and 151 officer approved spend on the 01/02/2024 |
| Estimated value of project (note: value estimated at time of submission of PPAR, this may change at time of advancing any related procurement activity) | Based on historical spend and projected usage the estimated annual value of £70,000 the total value for a 4-year contract will be approx. £280,000 |
| What budget is the funding from for this service? | This is funded from the hackney carriage/private hire licensing budget. A ring-fenced budget, fully funded by licence fees. |
| Proposed start date and duration of the new contract | The proposed start date is 1 st December 2024 for a period of 4 years. |

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| Title of Contract | Supply of Identity Plates for Private Hire Vehicles and Hackney Carriages |
| Contact Officers | Director: Sajeela Naseer, Director Regulation and Enforcement Client Officer: Chris Arundel, Principal Licensing Officer Procurement Officer: Harpal Gill, Assistant Category Manager |
| Relevant Portfolio | Councillor Majid Mahmood – Cabinet Member for Environment & Transport |
| Briefly describe the service required | Each private hire or hackney carriage vehicle licenced by the Council is required to display a vehicle identity plate. These plates are supplied to the vehicle proprietor by the Council's Licensing department. The Provider will also need to supply brackets direct to vehicle owners. The Council will not provide or sell brackets to licensed vehicle proprietors. These must be supplied to the trade as required, by the successful contractor. This may be via a retailer, mail order, internet, etc. Licensed vehicle proprietors will be responsible for obtaining a bracket or fixing the plate directly to their vehicle. |
| What is the proposed procurement route? | A tender process will be commenced using the open procurement route advertised in Find a Tender, Contracts Finder and www.finditinbirmingham.com |
| What are the existing arrangements? Is there an existing contract? If so when does that expire? | The existing contract will expire on 30th November 2024. |
| Will any savings be generated? | No cashable savings will be generated by this project. |
| Has the In-House Preferred Test been carried out? | The Council does not have the capability nor the specialist products to deliver this service in-house. |
| How will this service assist with the Council's commitments to Route to Zero? | Bidders for the contract will be requested to provide details of any new, improved, environmentally preferable products, which might be suitable for consideration, as alternatives to the currently supplied product. If a suitable alternative can be identified, after taking account of cost and the environmental impact of any necessary changes to production and final assembly by licensing officers, the chosen supplier will be required to commit to supplying the new product, as required, for the duration of the contract. |
| How do these activities assist the Council with Everybody's Battle; Everybody's Business? | While not directly assisting in the Everybody's Battle, Everybody's Business, Licencing team is a key enabling service between the Council and the Licensing Plates supplier and the design elements displayed is clearly visible to everyone and especially those members of the community with visual impairment, such as high contrast schemes and in the specific case of private hire signage the choice of a high contrast yellow and black scheme originally recommended by RNIB. |
| Is the Council under a statutory duty to provide this service? If not, what is the justification for providing it? | There is a statutory duty to provide the vehicle licence plate, however, any additional signage is required at the discretion of the Licensing and Public Protection Committee of Birmingham City Council. |
| Approval via Spend Control Board. | Directorate spend approved on 31/01/2024 and S151 spend board approved on the 01/02/2024. A further spend request was approved on 22/05/2024 and approved by S151 officer on 24/05/2024. |
| Estimated value of project (note: value estimated at time of submission of PPAR, this may change at time of advancing any related procurement activity) | Based on historical spend and projected usage the annual value was estimated at £70,000 the total value for a 4-year contract approximating to £280,000 This figure was based on a continuing downward trend in demand. However, the Licensing Service is experiencing a significant and unexpected up-turn in demand, for both driver and vehicle licences, predominantly because of drivers switching from |

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| | <p>another West Midlands authority. Consequently, the original figure is no longer considered adequate. As the issue of licences is a statutory requirement and future demand is impossible to predict with any degree of accuracy, the new figure is based on current demand plus a degree of contingency in case demand does not plateau, or fall, but continues to climb. The new annual value is estimated at £125,000 & the total value for a 4-year contract of £500,000.</p> |
| <p>What budget is the funding from for this service?</p> | <p>This is funded from the hackney carriage/private hire licensing budget. A ring-fenced budget, fully funded by licence fees.</p> |
| <p>Proposed start date and duration of the new contract</p> | <p>The proposed start date is 1st December 2024 for a period of 4 years.</p> |

APPENDIX 3 - QUARTERLY CONTRACT AWARD SCHEDULE (JANUARY 2024 – MARCH 2024)

| Type of Report | Title of Procurement | Ref | Brief Description | Contract Duration | Directorate | Portfolio Finance and Resources | Finance Officer | Contact Name | Comments - including any request from Cabinet Members for more details | Contractor(s) Awarded to | Value of Contracts - Excluding Extensions | Value of Option to Extend | Chief Officer | Actual Go Live date |
|------------------------|---|-----------|--|--|--------------------------------------|---------------------------------|------------------|---|--|--|---|---------------------------|------------------|---------------------|
| Delegated Award Report | Moseley Road Baths Refurbishment Works | P0911 | Refurbishment works at Moseley Road Baths using the CWM2 Capital Works Framework Agreement. | 5 months | City Operations | Leader | Carl Tomlinson | Dave Wagg / Charlie Short | The report 'Moseley Road Baths Full Business Case' to Cabinet dated 25th July 2023 noted the procurement strategy and delegated the award. Delegated Award Report signed 04/01/2024. The request for spend was cleared by the City Operations Spend Control Board on 18th September 2023 and the Section 151 Spend Control Board on 21st September 2023. | ISG Construction PLC | £800,000 | | Craig Cooper | 07/01/2024 |
| Delegated Award Report | Electric Vehicle on-street Residential Charge Point Scheme Lot 1: Flat & Flush Charge Points | | 124 'flat & flush' charge points will be installed across 12 streets. | 15 years | Place, Prosperity and Sustainability | Transport | Azhar Rafiq | Sylvia Broadley | Cabinet Member approved On-Street Residential Charge Point Scheme on 24/07/2023. Strategy / Award Report signed 05/01/2024. This is permitted spend under the Mandatory Spend Controls due to the fact that these services are essential for the Council and authorisation has been received from the S151 spend control board on 5/10/2023. | Trojan Energy Ltd | £618,000 | | Paul Kitson | 2024 |
| Strategy / Award | Provision of Apprenticeship Training Services for Coaching Professional Standard - Lot 11 – Coaching Professional. | P1001 | The service is the provision of vocational training for apprentices employed by the Council and schools under the jurisdiction of the Council. | 3 years | HR and Organisation Development | Leader | Ravinder Dhalwal | Louise Ward / Snehal Patel | Presented to Cabinet for info 8/11/2022. Strategy / Award Report signed 19/01/2024. Authorisation has been received from S151 spend board on 31st October 2023. | BMS Progress LLP | £500,000 | | Katy Fox | 01/01/2024 |
| Strategy / Award | Provision of Apprenticeship Training Services for Business Analyst & Associate Project Manager Standards - Lot 6 – Business Analyst and for lot 7 - Associate Project Manager. | P1001 | The service is the provision of vocational training for apprentices employed by the Council and schools under the jurisdiction of the Council. | 3 years | HR and Organisation Development | Leader | Ravinder Dhalwal | Louise Ward / Snehal Patel | Presented to Cabinet for info 8/11/2022. Strategy / Award Report signed 19/01/2024. Authorisation has been received from S151 spend board on 31st October 2023. | QA Limited / BPP Professional Education Ltd | £3,000,000 | | Katy Fox | 01/01/2024 |
| Strategy / Award | Provision of Apprenticeship Training Services for Data Technical & Data Analyst Standards - Lot 5 – Data Technician and Data Analyst. | P1001 | The service is the provision of vocational training for apprentices employed by the Council and schools under the jurisdiction of the Council. | 3 years | HR and Organisation Development | Leader | Ravinder Dhalwal | Louise Ward / Snehal Patel | Presented to Cabinet for info 8/11/2022. Strategy / Award Report signed 19/01/2024. Authorisation has been received from S151 spend board on 31st October 2023. | Baltic Training Serviced Ltd | £1,000,000 | | Katy Fox | 18/03/2024 |
| Strategy / Award | Electoral Print & Services | P0358 | The services are for: 1) Electronic verification of returned postal votes and; 2) Elections print services – Postal voting ballot pack production the printing of registration forms for the purpose of updating the Register of Electors and printing ballot papers and poll cards for elections. | 2 years | Council Management | Leader | Ravinder Dhalwal | Andrea Webster | Presented to Cabinet for info 12/12/2023. Strategy / Award Report signed 18/01/2024. This is permitted spend under the Mandatory Spend Controls as it is relates to a clear statutory obligation and authorisation has been received from Section 151 Board on 19th September 2023 (ID: 1071). | Civica Election Services Limited / IDOX Software Ltd | £688,000 | | Richard Tibbatts | 29/01/2024 |
| Strategy / Award | Provision of Apprenticeship Training Services for Adult Care Worker, Lead Adult Care Worker, Lead Practitioner in Adult Care, Leader in Adult Care & Cleaning Hygiene Operative Standards | P1001 | Approves the award of contracts under YPO framework 833 for the provision of apprenticeship training services for Lot 8 – Adult Care Worker & Lead Adult Care Worker and Lot 9 Lead Practitioner in Adult Care & Leader in Adult Care and for lot 10 – Cleaning Hygiene Operative. | 3 years | People Services | Leader | Ravinder Dhalwal | Louise Ward / Snehal Patel | Presented to Cabinet for info 08/11/2022. Strategy / Award Report signed 19/01/2024. Authorisation has been received from S151 spend board on 31st October 2023. | Lot 8 – Adult Care Worker & Lead Adult Care Worker and Lot 9 Lead Practitioner in Adult Care & Leader in Adult Care to PTP Training Lot 10 – Cleaning Hygiene Operative to GLP Training | £1,500,000 | | Katy Fox | 22/01/2024 |
| Delegated Award Report | UKSPF Business Growth Services (Route to Net Zero Circular Economy) | P1136 | To deliver outcomes to support the Council's Route2Zero strategy with a focus on industrial symbiosis. | 1 year 1 month | Place, Prosperity and Sustainability | Finance and Resources | Azhar Rafiq | Tonia Clark / Stuart Follows | Cabinet approved the report for Acceptance and Implementation of UKSPF (UK Shared Prosperity Fund) on 13th March 2023 and delegated the procurement strategy and award to CO. Approval to Tender Strategy approved 09/11/2023. Delegated Award Report signed 19/01/2024. This external grant spend, UKSPF (Ring Fenced Grant), and approval was obtained from the Spend Control Board on 26th September 2023. | International Synergies Limited | £520,000 | | Paul Kitson | 29/01/2024 |
| Strategy / Award | UKSPF Business Growth Services (Supporting Local Businesses with Production and Service Innovation Support) | P1137 | To support SMEs in developing new products and services, to foster innovation, and to enhance their competitiveness in the market. | 1 year 1 month | Place, Prosperity and Sustainability | Finance and Resources | Azhar Rafiq | Heather Law / Stuart Follows | Cabinet approved the report for Acceptance and Implementation of UKSPF (UK Shared Prosperity Fund) on 13th March 2023 and delegated the procurement strategy and award to CO. Approval to Tender Strategy approved 09/11/2023. Delegated Award Report signed 19/01/2024. External grant spend, and approval was obtained from the Spend Control Board on 26th September 2023. | Birmingham City University | £570,000 | | Paul Kitson | 29/01/2024 |
| Delegated Award Report | UKSPF Business Growth Services (Start Up Business Support) | P1138 | To encourage entrepreneurial activity across the Solihull and Birmingham local authority geographies, supporting early-stage businesses with the skills and support to enable them to establish their companies here, leading to further growth and development through further mainstream and specialist business support programmes. | 1 year 1 month | Place, Prosperity and Sustainability | Finance and Resources | Azhar Rafiq | Mark Reed / Stuart Follows | Cabinet approved the report for Acceptance and Implementation of UKSPF (UK Shared Prosperity Fund) on 13th March 2023 and delegated the procurement strategy and award to CO. Approval to Tender Strategy approved 09/11/2023. Delegated Award Report signed 19/01/2024. External grant spend and approval was obtained from the Spend Control Board on 26th September 2023. | Blue Orchid Enterprise Solutions Ltd | £669,754 | | Paul Kitson | 29/01/2024 |
| Strategy / Award | Stock Condition & Energy Performance Surveys | P2173 | The Council needs to appoint the services of surveying contractors to carry out all Stock Condition Surveys (SCS) and/or Energy Performance Certificates (EPCs) to approximately 8,000 of its properties. | 3 months with an option to extend up to 6 months | City Housing | Housing and Homelessness | Andrew Healey | Adele Livesey / Dean Billingham | Presented to Cabinet for info 12/12/2023. Strategy / Award Report signed 22/01/2024. Authorisation has been received from the City Housing Spend Control Board and S151 approval has been confirmed as follows: - Approved 9th October 2023 – Amount requested: £320,000. - Approved 30th October 2023 – Additional amount requested: £197,690. | Council Housing Stock | £517,690 | | Paul Langford | 22/01/2024 |
| Strategy / Award | Supplementary Substance Misuse Treatment Grant (SSMTG) Navigator | P0795/009 | For the provision of Supplementary Substance Misuse Treatment Grant (SSMTG) Navigator following a further competition exercise using the Council's Vulnerable Adults Rough Sleepers Council's Framework Agreement – Lot 1 - Young People (16-25yrs) and Lot 2 – Adults (Over 25yrs) P0795. | 1 year 3 months | Strategy, Equalities & Partnerships | Health and Social Care | Ekbal Hussain | Candice Fairclough / Smith / Marie Kennedy / Manjvi Samra | Presented to Cabinet for info 29/06/2021. Approval to Tender Strategy signed 22/12/2021 and delegated the award and call offs to CO. Delegated Award Report signed 21/04/2022. Strategy / Award Report signed 22/01/2024. Mandatory spending restrictions and authorisation has been received from the City Housing Spend Control Board and at S151 Spend Control Board on 1st November 2023. | SIFA Fireside | £800,625 | | Justin Varney | 24/01/2024 |

| Type of Report | Title of Procurement | Ref | Brief Description | Contract Duration | Directorate | Portfolio Finance and Resources | Finance Officer | Contact Name | Comments - including any request from Cabinet Members for more details | Contractor(s) Awarded to | Value of Contracts - Excluding Extensions | Value of Option to Extend | Chief Officer | Actual Go Live date |
|------------------|--|---------|---|-------------------|--------------------------------------|-------------------------------------|-----------------|--|--|--|---|---------------------------|---------------|---------------------|
| Strategy / Award | Advisory Service for Investment Acquisitions and Disposals | P1250 | Advisory services to support the Council with the acquisition of complex high value assets and disposal of a large number of assets from the Council's commercial investment property portfolio. This is to enable the Property Investment Strategy objectives to be met. The services to be provided where there is not capacity internally to undertake include: -Representing the Council's interests as the buyer and seller -Negotiation – terms of sales and acquisitions, liaising with purchaser and seller and their legal teams -Lease re-gear transactions -Provide market valuation advice | 4 years | Place, Prosperity and Sustainability | Leader | Azhar Rafiq | Eden Otley / Charlie Short | Presented to Cabinet for info 27/06/2023. Strategy / Award Report signed 30/01/2024. Spending restrictions and authorisation has been received from the Place, Prosperity and Sustainability Directorate Board on 12 December 2023 and the Section 151 Officer Board on 14 December 2023. | Constella Public Limited | £3,000,000 | | Paul Kitson | 31/01/2024 |
| Strategy / Award | Children and Young People's Travel Service (CYPTS) - Lot 1 | P1216/1 | Framework agreement for the provision of Children and Young People's Travel Service (CYPTS). Lot 1: Minibus (For 9-seat or more vehicles). | 4 years | Children and Families | Children, Young People and Families | Lee Yale-Helms | Adrian Weissenbruch / Marie Nicely / Edward Harper | Cabinet approved for the provision of Children and Young People Travel Services 27/03/2023 and delegated the strategy and award and call offs to CO. Strategy report approved 22/05/2023 for the establishment of the framework agreement. Delegated Award Report signed on 10/10/2023. Strategy / Award Report signed 05/02/2024. Authorisation has been approved by the S151 Spend Control Board on 05/02/2024. | Lot West 1 - 10 routes into 4 educational establishments Green Destinations Limited Lot East 1 - 20 routes into 12 educational establishments Green Destinations Limited Lot East 2 - 24 routes into 2 educational establishments Lot East 3 - 25 routes into 2 educational establishments AFJ Limited Lot North 1 - 21 routes into 2 educational establishments Green Destinations Limited Lot North 2 - 26 routes into 1 educational establishment Lawrences Garage Lot North 3 - 19 routes into 3 educational establishments Lawrences Garage Lot South 1 - 26 routes into 3 educational establishments Green Destinations Limited Lot - South 2 - 25 routes into 2 educational establishments AFJ Limited Lot South 3 - 11 routes into 3 educational establishments Green Destinations Limited Lot - South 4 - 19 routes into 3 educational establishments AFJ Limited | £38,190,717.44 | £19,095,359.72 | Sue Harrison | 01/04/2024 |
| Strategy / Award | Social Housing Decency Fund | P2188 | The Council has been allocated funding from the West Midlands Combined Authority under the Social Housing Funding Grant. The grant will allow the Council to add value and capacity to the current programme which did not have funding included to deliver long term solutions to damp and mould issues. The grant funding will allow a programme of works to be developed and delivered targeting properties where: -The construction types are prone to damp and mould. -The EPC rating is lower than D. -There have been more than 5 reported instances of damp and mould by the resident over a 2-year period between 2021 and 2023. -There have been cases of disrepair based on Category 1 Hazards | up to 6 months | City Housing | Housing and Homelessness | Andrew Healey | Asha Patel / Lucy Ford | Presented to Cabinet for info 16/01/2024. Strategy / Award Report signed 06/02/2024. This is permitted spend under the Mandatory Spend Controls due to grant funded ringfenced funding and authorisation has been received from the City Housing spend control board on 5th December 2023 and from S151 officer on the 7th December 2023. | Equans Regeneration Limited - North, West and East areas of the city Fortem Solutions Limited - South area of the city | £2,100,000 | | Paul Langford | 07/02/2024 |
| Strategy / Award | Provision of Staffed Security Services | P1262 | The Council requires security services for its premises where there is no in-house provision available for areas including offices, depots, homeless centres, libraries, public buildings, commercial sites, car parks and other sites such as schools. The services include: -Guarding (both static and mobile patrols) -Open & Lock Services -Alarm Response Services -Concierge -CCTV Monitoring of premises (internal and perimeter) | 1 year 2 months | Place, Prosperity and Sustainability | Leader | Azhar Rafiq | Andrea Webster | Presented to Cabinet for info 16/01/2024. Strategy / Award Report signed 13/02/2024. Authorisation has been received from the S151 board on 23.11.2023 and Directorate spend control board Place, Prosperity & Sustainability on 21.11.2023 on the basis that the expenditure a clear statutory obligation. | Profile Security Services Limited / SSG Support Services Group | £2,300,000 | | Paul Kitson | 01/02/2024 |
| Strategy / Award | Private Rented Sector Leasing Scheme – Capital Grant | P0932 | For 37 properties for the award using the Agri-Epi Centre (AEC), Neutral Vendor Framework for Multi-Specialism Services by direct award in accordance with its protocol. | 6 years | City Housing | Housing and Homelessness | Andrew Healey | Janet Woodley / Lucy Ford | In September 2022, Cabinet agreed to accept the DLUHC capital grant of £3.8m to set up a private rented sector leasing scheme to accommodate families experiencing homelessness and authority for award of contracts was delegated. Strategy / Award Report signed 04/03/2024. Authorisation has been received from the City Housing spend control board and from S151 officer on the 17th January 2024. | Constella Public Ltd | £760,000 | | Paul Langford | 15/04/2024 |

| Type of Report | Title of Procurement | Ref | Brief Description | Contract Duration | Directorate | Portfolio Finance and Resources | Finance Officer | Contact Name | Comments - including any request from Cabinet Members for more details | Contractor(s) Awarded to | Value of Contracts - Excluding Extensions | Value of Option to Extend | Chief Officer | Actual Go Live date |
|------------------------|--|---------|---|-------------------|-------------------------------------|--|------------------|---------------------------------------|--|---|---|---------------------------|---------------|---------------------|
| Delegated Award Report | NHS Health Checks and Smoking Cessation Services - Round 2 | P1121/2 | NHS Health Checks (Mandated Service): Currently provided by GPs. Health check-up for adults in England aged 40 to 74, designed to spot early signs of stroke, kidney disease, heart disease, type 2 diabetes, or dementia Smoking Cessation: The current Smoking Cessation services provided on behalf of Birmingham City Council are delivered by 112 GPs and 121 pharmacies. To access the services the service user must be over the age of 12 years, work, live, study, or have a GP practice located in Birmingham. Estimated annual value is £885,000 for Lot 1 - NHS Health Checks and £1,406,296 for Lot 2 - Smoking Cessation. | 1 year 5 months | Strategy, Equalities & Partnerships | Health and Social Care | Ravinder Dhalwal | Becky Pollard Sandra Asiedu | Presented to Cabinet for info 27/07/2022. Approval to Tender Strategy Report signed 23/02/2023 and delegated the award to CO. Delegated Award Report signed 04/03/2024. | <u>Lot 1 Health checks</u> Ashfield Surgery Aylesbury surgery Balsall Heath Health Centre Bath Row Medical Practice Charles Road Surgery Church Lane Surgery Dr Kuberestras's Summerfield Family Practice Druid group Eden Court Medical Practice Hawkesley Medical Practice Health And Beyond Heathfield Family Centre Hodge Hill Family Practice Kingsdale and Perry Park Lozells Medical Practice Midlands medical partnership MMP Sallay and Ferrbank Medical Practice Mocially Partnership Moor Green Lane Medical Centre Newport Medical Practice Oakwood Surgery Park Medical Centre Pearl Medical Centre Reservoir road surgery Sally Park Surgery Sherwood House Medical Practice The Balaji Surgery The Limes Medical Centre Victoria Road Medical Centre Ward End Medical Centre Yardley Green Medical Centre | £2,292,181 | | Jo Tonkin | 01/04/2024 |
| | NHS Health Checks and Smoking Cessation Services - Round 2 | P1121/2 | | | | | | | | <u>Lot 2 - Smoking Cessation</u> Ark Healthcare Ltd Ashfield Surgery Aylesbury surgery Balsall Heath Health Centre Charles Road Surgery Church Lane Surgery D Gupta Ltd Discband Limited Druid group Druids Health Pharmacy Eden Court Medical Practice Firoz Healthcare Limited t/a Dean Pharmacy Health And Beyond Healthetop Healthcare Ltd Heathfield Family Centre Hodge Hill Family Practice Hyatt Healthcare Ltd Jfoots Chemist K & K (1982) Ltd Kingsdale and Perry Park Midlands Medical Partnership MMP Sallay and Ferrbank Medical Practice Moor Green Lane Medical Centre N.A.Salim Ltd t/a Vantage Pharmacy Newport Medical Practise Perthhealth Ltd Reservoir Road Surgery S.P.A. Healthcare Limited T/A Pirinja Pharmacy Sally Park Surgery | | | | |
| | | | | | | | | | | Shareef Enterprises Limited Sherwood House Medical Practice The Balaji Surgery The Limes Medical Centre Victoria Road Medical Centre Ward End Medical Centre Wellbeing (United Kingdom) Ltd Wood End Healthcare Ltd Yardley Green Medical Centre | | | | |
| Strategy / Award | 3G Pitch for the Alexander Stadium | P1246 | For the construction of a 3G artificial grass pitch at the Alexander Stadium site. | 3 months | City Operations | City Operations | Guy Olivant | Mark Byrne Charlie Short | Full Business Case for The Legacy Developments following The Commonwealth Games at Alexander Stadium, Perry Barr Dated 11th October 2022. Strategy / Award Report signed 07/03/2024. Approved by the S151 Spend Control Board on 27th October 2023. | S&C Slatter Ltd | £878,791 | £903,791 | Craig Cooper | 01/03/2024 |
| Delegated Award Report | The Provision of an Income Management Solution | P2213 | Under the Crown Commercial Services (CCS) Framework Agreement (CCS) Back Office Software (BOS) utilising the direct procedure as permissible under the Terms and Conditions of the Framework Agreement and Marketplace. | 5 years | Digital and Technology Services | Digital, Culture, Heritage and Tourism | Ravinder Dhalwal | Viorica Swift Helen Sach | Cabinet approved on Cabinet in June 2023 and again in December 2023 and delegated to CO. Strategy / Award Report signed 27/03/2024. Approved by the S151 Spend Control Board on 23/02/2024 | Cvica UK Ltd | £1,173,275 | | Cheryl Doran | 02/04/2024 |
| Strategy / Award | Provision of Revenues Processing Services | P1241 | There is an unprecedented amount of demand on the Revenues Service with the continual increased items of correspondence being received, mainly due to the impact of the cost-of-living crisis, impact from covid / fuel payments and not commencing the recovery process until the latter part of the year. This is not of the Council's making and leaves the service unable to deal with the increased demand and backlog of correspondence. The Council require a long-term partner who have resource that is suitably skilled and experienced and available to deliver the service on the tasks required as and when needed. | 3 years | Council Management | Finance and Resources | Ravinder Dhalwal | Jonathan Woodward Nicholas Cammack | Presented to Cabinet for info 27/06/2023. Strategy / Award Report signed 07/03/2024. The Spend approval approved on 22/08/2023 and 31/01/2024. Spend approved from section 151 board at the moment is only for £80,000. The contract was sealed at £1,000,000, so when £80k lapses, they will have to seek approval again. | Capita One Revenues and Benefits Limited | £1,000,000 | | Tim Savill | 11/03/2024 |

| Type of Report | Title of Procurement | Ref | Brief Description | Contract Duration | Directorate | Portfolio Finance and Resources | Finance Officer | Contract Name | Comments | Contractor(s) Awarded to | Value of Contracts - Excluding Extensions | Value of Option to Extend | Chief Officer | Actual Go Live date |
|------------------------|--|--------|---|-------------------|--------------------------------------|-------------------------------------|-----------------|---|---|--|---|---------------------------|---------------|---------------------|
| Strategy / Award | Highway Maintenance and Management PH Contract Restructuring Support | PI089 | Specialist external advocacy, legal advice and support for resolution of settlement issues, expert advice (including technical and commercial expert advice) and contract restructuring and litigation advice in relation to potential disputes. Ongoing risk of claims following DT decision and pending judicial review process. | up to 6 months | City Operations | Transport | Carl Tomlinson | Mark Whelwell July Johnson Annie Webster | Presented to Cabinet for info 13/02/2024. Strategy / Award Report signed 13/03/2024. Authorisation has been received from the Section 151 Board on 21st December 2024 103007 on the grounds that the request is related to a clear statutory obligation. | SLA Piper UK LLP | £1,850,000 | | Craig Cooper | 13/03/2024 |
| Strategy / Award | Children and Young People's Travel Service (CYPTS) | PI0163 | Framework agreement for the provision of Children and Young People's Travel Service (CYPTS): Lot 1: Minibus (For 9-seat or more vehicles). | 4 years | Children and Families | Children, Young People and Families | Lae Yale-Hems | Adrian Wessanbrugh Marie Nicely Edward Harper | Cabinet approved for the provision of Children and Young People's Travel Service 27/03/2023 and delegated the strategy and award and call offs to CO. Strategy report approved 22/05/2023 for the establishment of the Framework agreement. Delegated Award Report signed on 10/10/2023. Strategy / Award Report signed 12/03/2024. Authorisation has been approved by the S151 Spend Control Board on 12/03/2024. | SOS Travel Limited | £1,056,438 | £528,219 | Sue Hinson | 01/04/2024 |
| Strategy / Award | Children and Young People's Travel Service (CYPTS) - Lot 2 (Longer Distance Journeys Commencing April 2024) | PI0162 | Framework agreement for the provision of Children and Young People's Travel Service (CYPTS): Lot 2 - longer distance journeys. | 2 years | Children and Families | Children, Young People and Families | Lae Yale-Hems | Adrian Wessanbrugh Marie Nicely Edward Harper | Cabinet approved for the provision of Children and Young People's Travel Service 27/03/2023 and delegated the strategy and award and call offs to CO. Strategy report approved 22/05/2023 for the establishment of the Framework agreement. Delegated Award Report signed on 10/10/2023. Strategy / Award Report signed 08/02/2024. Authorisation has been approved by the S151 Spend Control Board on 08/02/2024. | Taxie Limited B35 & B36 - Castlewood School - Lower Site, Forest Oak, Greenwood Academy B33 - Springfield House Community Special School Birmingham West & Central - James Brindley Academy - Parkway Centre, QAC Plewood Campus, Ninesholes, Solihull College & University Centre - Bossnifield, Hoobrow Hill Derby & Leicester - Bardon House, Dovecote School, Fountains Primary, Options Trent Area Green Destination Limited B14 & B31 - Aikens Croft, James Brindley Academy - Northfield Centre Birmingham East - Charnock Primary, Leyrdiff Academy, RYAN Education Academy, St Paul's School Coventry - Arc School Nasion, Arc School Old Anley, Bihal Grange, Northhigh House, Pattison College, Woodfield School - Secondary Hereford - Royal National College for the Blind Oxford - Chenwell College Oxford Staffordshire - Staffshole College, Two Rivers High School Buckinghamshire - Kings Campus, James Brindley - Dixwate Centre, Spring Hill High School, The Hive College Telford - Options Highford Worcestershire - Gloucestria School, Lokum Fields, Pitcherbrook School | £3,962,304.54 | £3,962,304.54 | Sue Hinson | 01/04/2024 |
| | | | | | | | | | | RFJ Limited Dudley - Ruskin Mill Trust sites - Glasshouse College, Vale Heat Farm & Sunfield School, The Worslow School* (*Subject to pending Amendment) Buckinghamshire - Langley School, Plantbrook School, Trinity Specialist College Sites Walsal & Wolverhampton - Longdon Hall School, Made Hays Hill, Phoenix Academics, Tattenhall College, Shenstone Lodge School - Brasses Lodge | | | | |
| Strategy / Award | Children and Young People's Travel Service (CYPTS) - PI2164 - Lot 2 (Longer Distance Journeys Commencing April 2024) | PI2164 | Framework agreement for the provision of Children and Young People's Travel Service (CYPTS): Lot 2 - longer distance journeys. | 2 years | Children and Families | Children, Young People and Families | Lae Yale-Hems | Adrian Wessanbrugh Marie Nicely Edward Harper | Cabinet approved for the provision of Children and Young People's Travel Service 27/03/2023 and delegated the strategy and award and call offs to CO. Strategy report approved 22/05/2023 for the establishment of the Framework agreement. Delegated Award Report signed on 10/10/2023. Strategy / Award Report signed 15/03/2024. Authorisation has been approved by the S151 Spend Control Board on 15/03/2024. | London Hire Community Services Limited East and West - Angley Primary, Castlewood School, Cherry Orchard Primary, COBS Grove Campus, COBS Stratford Park Campus, King Edward VI Balsam Wood Academy, Lea Hall Academy, Lynton Green Infant School. HAT Group Limited South 5 - Blakely Primary, COBS Millpool Campus, Millwood Primary School, Lindworth School KS2 site, North Bronsgrave High School, Salsall Academics, Springfield House Community Special School, Waseley Hills High School Taxie Limited North 4 - Linnal Education Limited, Rocklands School, The Pines Special School, Topcliffe Primary School, Trinity Specialist College Sites, Two Rivers Primary Halo Transfers Limited Coventry 2 - Arc School Anley | £1,817,465.14 | £1,817,465.14 | Sue Hinson | 01/04/2024 |
| Delegated Award Report | Landscape Construction Framework Agreement 2024-28 | PI197 | Requirements for landscape construction works in parks, sports centres, highways verges, school grounds and public open space in the city that include and not restricted to the following: - Ground works - New path construction - Building retaining walls and bridges - Installation of fencing - Drainage works - Soiling, turfing and planting of trees, shrubs and their maintenance - Construction of play areas, games courts and outdoor gyms - Repairs and maintenance for spaces owned or maintained by the Council | 4 years | City Operations | Environment | Carl Tomlinson | Cristin Jan Jessica Brittle | Presented to Cabinet for info 14/02/2023. Approval to Tender Strategy Report signed 15/01/2024 and delegated to award to CO. Delegated Award Report signed 22/03/2024. The proposed framework agreement will not commit the Council to any particular level of expenditure. Expenditure will only be incurred if and when the appropriate funding has been confirmed and appropriate approvals received, such as S151 Board. | List 1: - Haysloun Construction Ltd. - Home Farm Nurseries (Pinner) Ltd. - RMP Landscaping Ltd. - AMB Landscaping and Building Services Ltd. - Jack Moody LCC Ltd. List 2: - RMP Landscaping Ltd. - Haysloun Construction Ltd. - AMB Landscaping and Building Services Ltd | £3,800,000 | | Craig Cooper | 08/04/2024 |
| Delegated Award Report | Framework Agreement for Valuation Advice for the Right to Buy Scheme | PI258 | To provide advice on the value of housing properties to support the Right to Buy scheme to enable tenants of the Council to be able to buy their home and produce the Housing Stock Valuation to inform the Council's accounts on an annual basis. | 4 years | Place, Prosperity and Sustainability | Housing and Homelessness | Azhar Rafiq | Alyson Marks Wilson / Snehal Patel | Presented to Cabinet for info 25/07/2023. Approval to Tender Strategy Report signed 23/01/2024 and delegated the award to CO. Delegated Award Report signed 26/03/2024. Authorisation has been received from the S151 spend board on 23/11/2023. | Sure Property Group Limited | £2,000,000 | | Paul Kison | 01/04/2024 |

**Birmingham City Council
Cabinet**

25 June 2024



Subject: Non-Key Decision Planned Procurement Activities (July 2024 – September 2024) and Quarterly Contract /awards (January 2024 – March 2024)

Commissioner Review

Commissioners support the recommendations.

Birmingham City Council

Report to Cabinet

Date: 25th June 2024



Subject: **NON-KEY DECISION PLANNED PROCUREMENT ACTIVITIES (JULY 2024 – SEPTEMBER 2024) AND QUARTERLY CONTRACT AWARDS (JANUARY 2024 – MARCH 2024)**

Report of: **INTERM COMMERCIAL AND PROCUREMENT DIRECTOR**

Relevant Cabinet Member: **Councillor Karen McCarthy, Finance**

Relevant O &S Chair(s): **Councillor Albert Bore, Chair of the Corporate and Finance Overview and Scrutiny Committee**

Report author: Maria Huggon, Interim Commercial and Procurement Director
Email Address: maria.huggon@birmingham.gov.uk

| | | |
|--|---|---|
| Are specific wards affected? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No – All wards affected |
| If yes, name(s) of ward(s): | | |
| Is this a key decision? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| If relevant, add Forward Plan Reference: 012935/2024 | | |
| Is the decision eligible for call-in? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| Does the report contain confidential or exempt information? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| If relevant, provide exempt information paragraph number or reason if confidential : | | |

1 Executive Summary

- 1.1 This report provides details of the planned procurement activity for the period July 2024 – September 2024 which are not key decisions and all contract award decisions made under Chief Officer's delegation during the previous quarter.

Planned procurement activities reported previously are not repeated in this report.

1.2 The report enables Cabinet to identify whether any reports for procurement activities should be brought to this meeting for specific executive decision, otherwise they will be dealt with under Chief Officer delegations up to the value of £500,000, unless TUPE applies to current Council staff.

1.3 Appendix 4 informs Cabinet of the contract award decisions made under Chief Officers delegation during the period January 2024 – March 2024.

2 Recommendations

2.1 To approve the planned procurement activities and approve Chief Officer delegations, set out in the Constitution for the subsequent decisions around procurement strategy for the following:

- Construction Professional Services for the Alexander Stadium Legacy Works
- Passive Fire Protection System Remediation Works
- Asbestos Removals and Encapsulation Works
- Demolition of the Minerva Centre
- Demolition of the Former Oscott Manor School - Amendment

2.2 Notes the contract award decisions made under Chief Officers delegation during the period January 2024 – March 2024 as detailed in Appendix 4.

3 Background

3.1 The report approved by Council Business Management Committee on 16 February 2016 set out the case for introducing this process.

3.2 At the 12th July 2022 meeting of Council changes to procurement governance were agreed which gives Chief Officers the delegated authority to approve procurement contracts up to the value of £500,000 for non-key decisions over the life of the contract. Where it is likely that the award of a contract will result in staff employed by the Council transferring to the successful contract under TUPE, the contract award decision has to be made by Cabinet.

3.3 In line with the Procurement and Contract Governance Rules that form part of the Council's Constitution, this report acts as the process to consult with and take soundings from Cabinet Members and the Corporate and Finance Overview and Scrutiny Committee.

3.4 This report sets out the planned procurement activity over the next few months where the contract value is between the procurement threshold £179,086.67 (excluding VAT) and £500,000 (excluding VAT) for non-key decisions. This will give members visibility of all procurement activity within these thresholds and the opportunity to identify whether any procurement reports should be brought to Cabinet for approval even though they are below the £10m delegation threshold.

3.5 It should be noted that the procurement threshold has changed from £177,897.50 to £179,086.67 (excluding VAT) and applies from 1st January 2024 for a period of 2 years.

3.6 Individual procurements may be referred to Cabinet for an executive decision at the request of Cabinet, a Cabinet Member or the Chair of the Corporate and Finance Overview and Scrutiny Committee where there are sensitivities or requirements that necessitate a decision being made by Cabinet.

3.7 Procurements below £500,000 contract value that are not listed on this or subsequent monthly reports can only be delegated to Chief Officers if specific approval is sought from Cabinet. Procurements above £10m contract value will still require an individual report to Cabinet in order for the award decision to be delegated to Chief Officers if appropriate.

4 Options considered and Recommended Proposal

4.1 The options considered are:

- To note the planned procurement activities for all the projects listed in Appendix 1 and the Chief Officer delegations as set out in the Constitution, for the subsequent decisions around procurement strategy and contract awards.– this is the recommended option.

5 Consultation / Engagement

5.1 This report to Cabinet is copied to Cabinet Members, Cabinet Support Officers and to Corporate and Finance Overview and Scrutiny Committee and therefore is the process for consulting with relevant cabinet and scrutiny members. At the point of submitting this report Cabinet Members/Corporate and Finance Overview and Scrutiny Committee Chair have not indicated that any of the planned procurement activity needs to be brought back to Cabinet for executive decision.

5.2 Approval has been sought from the relevant Spend Control Board prior to inclusion on the PPAR.

6 Risk Management

6.1 Members should note that in respect of any procurement projects which are sought to be referred back to Cabinet for further considerations these may impact on timescales around the delivery of those projects.

6.2 Details of Risk Management, Community Cohesion and Equality Act requirements will be set out in the individual reports.

7 Compliance Issues:

7.1 How are the recommended decisions consistent with the City Council's priorities, plans and strategies?

7.1.1 Details of how the contracts support relevant Council policies, plans or strategies, will be set out in the individual reports.

7.2 Legal Implications

7.2.1 Members are reminded that as a Local Authority the Council has specific duties under public sector procurement, specifically the Public Contract Regulations 2015.

7.2.2 Specific details of any implications related to public sector procurement Regulations are set out- in the individual reports appended to this report.

7.3 Financial Implications

7.3.1 Specific details of how decisions will be carried out within existing finances and resources will be set out in the individual reports.

7.3.2 Any cashable savings generated as a result of the procurement exercises are detailed in Appendix 2 to the delivery of procurement related savings and be removed from Directorate where identified in addition to the existing service area savings target as set out in the Medium-Term Financial Plan (MTFP) in line with the principles to treatment of identified savings against third party contracts as agreed by CLT on 24th January 2022.

7.4 Procurement Implications (if required)

7.4.1 As noted under the Legal Implications the Council has a duty to ensure that public sector procurement activity is in line with public sector legislation, specifically the Public Contracts Regulations 2015.

7.4.2 For each of the individual projects the specific procurement implications associated to the legislation are set out and detailed in the appendices.

7.5 Human Resources Implications (if required)

7.5.1 None.

7.6 Public Sector Equality Duty

7.6.1 Details of Risk Management, Community Cohesion and Equality Act requirements will be set out in the individual reports which should also give consideration to application of Equality Impact Assessments in line with Council Policy

8 Background Documents

8.1 List of Appendices accompanying this Report (if any):

- 1. Appendix 1 - Planned Procurement Activity (July 2024 – September 2024)
- 2. Appendix 2 – Background Briefing Paper
- 3. Appendix 3 – Notification of Minor Amendments
- 4. Appendix 4 – Quarterly Awards Schedule (January 2024 – March 2024)

APPENDIX 1 – PLANNED PROCUREMENT ACTIVITIES (JULY 2024 – SEPTEMBER 2024)

| No. | Type of Report | Title of Procurement | Ref | Brief Description | Contract Duration | Directorate | Portfolio | Finance Officer | Contact Name | Planned CO Decision Date |
|-----|---------------------------------------|---|-----|---|-------------------|-----------------------|--------------------------|-----------------|-------------------------------|--------------------------|
| 1 | Strategy / Award | Construction Professional Services for the Alexander Stadium Legacy Works | TBC | <p>As part of the budget setting process for 2024/25 a review was undertaken on the project to reduce the scope to meet a lower budget envelope. As a result, the revised project is entirely funded through Commonwealth Games and European Athletics ring-fenced grants.</p> <p>A further capital reduction was agreed to enable a contribution to the partnership solution for funding EAC26 and it was on this basis that Spend Control approval was granted in October 2023.</p> <p>The reduced works now being undertaken, scrutinised by partners to ensure they were essential, are needed to ensure EAC26 can be delivered and to ensure the maximisation of income generation and the best opportunity to reduce costs associated with the operation of the stadium.</p> <p>Construction professional services are now required to support the legacy capital project and to allow Alexander Stadium to operate as a functional community and events facility to support the legacy from the Commonwealth Games 2022.</p> <p>The services include, Project and Programme Management, Cost Control and Design Team Management.</p> | 1 year | City Operations | Health and Social Care | Guy Olivant | Dave Wagg / Charlie Short | 03/07/2024 |
| 2 | Strategy / Award | Passive Fire Protection System Remediation Works | TBC | <p>Under the Regulatory Reform (Fire Safety) Order 2005, the Council have a duty to manage identified gaps in the level and effectiveness of passive fire protection within all blocks across the city. This would include but not be limited to, insufficient fire stopping, damaged fire door (due to forced entry, Anti-Social Behaviour (ASB), etc.), insufficient signage, etc.</p> <p>The Council intends to appoint a specialist contractor to undertake urgent remedial works identified via the fire risk assessment and building safety team inspection programmes. This will enable an efficiently response to, and correction of fire safety gaps within its blocks in relation to compartmentalisation.</p> | 3 years | City Housing | Housing and Homelessness | Andrew Healey | Brian Clifton / Lucy Ford | 12/08/2024 |
| 3 | Strategy / Award | Asbestos Removals and Encapsulation Works | TBC | <p>Under the Control of Asbestos 2012 regulations, the Council have a duty to manage identified asbestos containing materials. This can be in the form of removal or encapsulation to prevent unintended release of asbestos fibres. The Council intends to appoint a specialist contractor to undertake these urgent remedial works identified within the asbestos inspection programmes.</p> | 3 years | City Housing | Housing and Homelessness | Andrew Healey | Brian Clifton / Lucy Ford | 12/08/2024 |
| 4 | Approval to Tender Strategy | Demolition of the Minerva Centre | TBC | <p>The demolition of the former Minerva Centre in Aston, Birmingham to enable the Department for Education to build a new special free school in support of meeting future SEND demands.</p> | up to 10 weeks | Children and Families | Children and Families | Paul Durrant | Baljeet Uppal / Charlie Short | 18/08/2024 |
| 5 | Amendment Approval to Tender Strategy | Demolition of the Former Oscott Manor School | TBC | <p>To demolish the former Oscott Manor School which consists of various buildings of traditional construction and prefabricated buildings down to concrete slab level only, with the removal of all materials from site including the termination of utility services to the site.</p> | 4 months | Children and Families | Children and Families | Paul Durrant | Emma Bourne / Charlie Short | 03/07/2024 |

APPENDIX 2

BRIEFING NOTE ON PLANNED PROCUREMENT ACTIVITIES CABINET – 25th JUNE 2024

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| Title of Contract | Construction Professional Services for the Alexander Stadium Legacy Works |
| Contact Officers | Assistant Director: Chris Jordan – Assistant Director, Neighbourhoods Client Officer: Dave Wagg, Head of Sport and Physical Activity Procurement Officer: Charlie Short, Sub-Category Manager |
| Relevant Portfolio | Councillor Rob Pocock - Cabinet Member for Health and Social Care |
| Briefly describe the service required. | <p>As part of the budget setting process for 2024/25 a review was undertaken on the project to reduce the scope to meet a lower budget envelope. As a result, the revised project is entirely funded through Commonwealth Games and European Athletics ring-fenced grants.</p> <p>A further capital reduction was agreed to enable a contribution to the partnership solution for funding EAC26 and it was on this basis that Spend Control approval was granted in October 2023.</p> <p>The reduced works now being undertaken, scrutinised by partners to ensure they were essential, are needed to ensure EAC26 can be delivered and to ensure the maximisation of income generation and the best opportunity to reduce costs associated with the operation of the stadium.</p> <p>Construction professional services are now required to support the legacy capital project and to allow Alexander Stadium to operate as a functional community and events facility to support the legacy from the Commonwealth Games 2022.</p> <p>The services include, Project and Programme Management, Cost Control and Design Team Management.</p> |
| What is the proposed procurement route? | A direct award using the Crown Commercial Services Construction Professional Services Framework Agreement |
| What are the existing arrangements? Is there an existing contract? If so when does that expire? | The value of the existing contract with Mace Ltd is due to be exhausted in June 2024. |
| Will any savings be generated? | The development and completion of the stadium legacy project will give the best possible opportunity to further reduce costs associated with the operation of the Stadium. |
| Has the In-House Preferred Test been carried out? | Yes, and the test demonstrated this is not suitable to be carried out in-house as there are not the skills or capability within the Council for this service. |
| How will this service assist with the Council's commitments to Route to Zero? | The specification will require the services to be delivered in way that reduces or eliminates their carbon footprint. |
| How do these activities assist the Council with Everybody's Battle; Everybody's Business? | The services to support the legacy works for a facility accessible for use by all sections of the community. |
| Is the Council under a statutory duty to provide this service? If not, what is the justification for providing it? | There is not a statutory duty for this service. However, it will support the works for one of the Council's major assets to provide the physical infrastructure to deliver the legacy from hosting the Commonwealth Games 2022. Due to the nature of the external nature of the funding and the contract in place to deliver EAC26 |

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| | there would be a financial risk to the Council if this project did not proceed. |
| Approval via Spend Control Board. | Approved by the S151 Spend Control Board on 27 th October 2023. |
| What budget is the funding from for this service? | The service will be funded from the approved Alexander Stadium capital budget. However, no BCC capital resources are being used in the delivery. The capital funding to deliver the entire legacy project is made up of ring-fenced grants with conditions associated with completion and delivery of community outputs. No further call is required on council resources. |
| Estimated value of project (note: value estimated at time of submission of PPAR, this may change at time of advancing any related procurement activity) | The fixed value of the services is £260,000. |
| Proposed start date and duration of the new contract | The proposed start date is July 2024 for a period of 1 year. |

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|---|---|
| Title of Contract | Passive Fire Protection System Remediation Works |
| Contact Officers | Director / Assistant Director: Wayne Davies Director of Asset Management Client Officer: Brian Clifton, Compliance Manager Procurement Officer: Lucy Ford, Sub-Category Manager |
| Relevant Portfolio | Councillor Jayne Francis - Cabinet Member for Housing and Homelessness |
| Briefly describe the service required. | Under the Regulatory Reform (Fire Safety) Order 2005, the Council have a duty to manage identified gaps in the level and effectiveness of passive fire protection within all blocks across the city. This would include but not be limited to, insufficient fire stopping, damaged fire door (due to forced entry, Anti-Social Behaviour (ASB), etc.), insufficient signage, etc. The Council intends to appoint a specialist contractor to undertake urgent remedial works identified via the fire risk assessment and building safety team inspection programmes. This will enable an efficiently response to, and correction of fire safety gaps within its blocks in relation to compartmentalisation. |
| What is the proposed procurement route? | A procurement process will be undertaken by way of a National Framework in accordance with its protocol. |
| What are the existing arrangements? Is there an existing contract? If so when does that expire? | Existing arrangements were ad-hoc requests through the partnering contractors for repairs and maintenance across the city. As such a specialist contractor is required that can respond to urgent requests/works. |
| Will any savings be generated? | No cashable savings will be generated by this project. |
| Has the In-House Preferred Test been carried out? | Due to the specialist nature of these works, the Council does not have the necessary skills, knowledge, accreditation, and insurances to undertake this type of work in-house. |
| How will this service assist with the Council's commitments to Route to Zero? | Passive Fire Protection systems provides Regulatory compliance and assists with Repair and Capital Works Programme aligned to City Housing's commitment to Net Zero ambitions. |
| How do these activities assist the Council with Everybody's Battle; Everybody's Business? | The contractor will be required to respect the householder where the works are installed in accordance with the Council's policy. |
| Is the Council under a statutory duty to provide this service? If not, what is the justification for providing it? | There is not a direct statutory duty to provide this service, however, it is a legal requirement under the Regulatory Reform (Fire Safety) Order 2005, and Fire Safety (England) Regulations 2022 to effectively manage known hazards and their associated risks. Failure to comply may result in unlimited fines and/or prison sentences, as well as a breach of our duty of care to our citizens and officers. |
| Approval via Spend Control Board. | Approval was sought and obtained for spend via City Housing Spend Control Board on the 14 th May 2024. S151 officer authorisation was obtained on the 16 th May 2024. |
| Estimated value of project (note: value estimated at time of submission of PPAR, this may change at time of advancing any related procurement activity) | The estimated value of the project is £450,000 over the contract period, £150,000 per annum. |
| What budget is the funding from for this service? | This is funded from the Housing Revenue Account (HRA) budget. |
| Proposed start date and duration of the new contract | The proposed start date is September 2024 for a period of 3 years. |

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| Title of Contract | Asbestos Removals and Encapsulation Works |
| Contact Officers | Director / Assistant Director: Wayne Davies Director of Asset Management Client Officer: Brian Clifton, Compliance Manager Procurement Officer: Lucy Ford, Sub-Category Manager |
| Relevant Portfolio | Councillor Jayne Francis - Cabinet Member for Housing and Homelessness |
| Briefly describe the service required. | Under the Control of Asbestos 2012 regulations, the Council have a duty to manage identified asbestos containing materials. This can be in the form of removal or encapsulation to prevent unintended release of asbestos fibres. The Council intends to appoint a specialist contractor to undertake these urgent remedial works identified within the asbestos inspection programmes. |
| What is the proposed procurement route? | A procurement process will be undertaken by way of a National Framework in accordance with its protocol. |
| What are the existing arrangements? Is there an existing contract? If so when does that expire? | Existing arrangements were ad-hoc requests through the partnering contractors for repairs and maintenance across the city. As such a specialist contractor is required that can respond to urgent requests/works. |
| Will any savings be generated? | No cashable savings will be generated by this project. |
| Has the In-House Preferred Test been carried out? | Due to the specialist nature of these works, the Council does not have the necessary skills, knowledge, accreditation, and insurances to undertake this type of work in-house. |
| How will this service assist with the Council's commitments to Route to Zero? | Asbestos management provides Regulatory compliance and assists with Repair and Capital Works Programme aligned to City Housings commitment to Net Zero ambitions. |
| How do these activities assist the Council with Everybody's Battle; Everybody's Business? | The contractor will be required to respect the householder where the works are installed in accordance with the Council's policy. |
| Is the Council under a statutory duty to provide this service? If not, what is the justification for providing it? | There is not a direct statutory duty to provide this service, however, it is a legal requirement under the Control of Asbestos regulations to effectively manage known hazards and their associated risks. Failure to comply may result in unlimited fines and/or prison sentences, as well as a breach of our duty of care to our citizens and officers. |
| Approval via Spend Control Board. | Approval was obtained via City Housing Spend Control Board on the 14 th May 2024 and Section 151 Spend Board on 16 th May 2024. |
| Estimated value of project (note: value estimated at time of submission of PPAR, this may change at time of advancing any related procurement activity) | The estimated value of the project is £450,000 over the contract period. |
| What budget is the funding from for this service? | This is funded from the Housing Revenue Account (HRA) budget. |
| Proposed start date and duration of the new contract | The proposed start date is October 2024 for a period of 3 years. |

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| Title of Contract | Demolition of the Minerva Centre |
| Contact Officers | Director / Assistant Director: Sue Harrison, Strategic Director of Children & Families, Education & Skills Client Officer: Baljeet Uppal, Interim Capital Projects Manager Procurement Officer: Charlie Short, Procurement Manager |
| Relevant Portfolio | Councillor Mick Brown – Cabinet Member for Children Young People and Families |
| Briefly describe the service required. | The demolition of the former Minerva Centre in Aston, Birmingham to enable the Department for Education to build a new special free school in support of meeting future SEND demands. |
| What is the proposed procurement route? | An open procurement advertised on Contracts Finder and Finditinbirmingham in accordance with the Public Contracts Regulations 2015 and the Council's Constitution. |
| What are the existing arrangements? Is there an existing contract? If so when does that expire? | This is a one-off requirement. |
| Will any savings be generated? | No savings will be generated from this procurement process. |
| Has the In-House Preferred Test been carried out? | Yes, and the test demonstrated this is not suitable to be carried out in-house as it is a demolition of a former school building. |
| How will this service assist with the Council's commitments to Route to Zero? | The specification will include the requirement to minimise waste and recycle materials. |
| How do these activities assist the Council with Everybody's Battle; Everybody's Business? | There is no direct impact on Everybody's Battle, Everybody's Business from the award of this contract. |
| Is the Council under a statutory duty to provide this service? If not, what is the justification for providing it? | There is not a statutory duty to provide this service. However, this will enable the construction of a new school on the site. |
| Approval via Spend Control Board. | Expenditure associated with the School Condition Allocation grant has received bulk approval (line 24 of the C&F bulk approval list) via the S151 officer. This spend is to ensure that we are meeting Health & Safety regulations and was approved by the C&F Directorate SCB on 20th September 2023. This will be reported to S151 SCB as part of the weekly reported lists. This report proposes the use of ringfenced DfE School Condition Allocation Grant and does not seek approval for the use of any corporate capital resources. |
| Approval via Spend Control Board | Approval was obtained via Section 151 Spend Board on 17 th January 2024. |
| Estimated value of project (note: value estimated at time of submission of PPAR, this may change at time of advancing any related procurement activity) | The estimated value is £265,000. |
| What budget is the funding from for this service? | The project will be a revenue cost and will be funded by the 2024 /2025 Schools Condition Allocation budget. |
| Proposed start date and duration of the new contract | The proposed start date is 1 st October 2024 for a period up to 10 weeks. |

APPENDIX 3 - NOTIFICATION OF MINOR AMENDMENTS

This appendix provides the rationale for minor amendments to PPAR previously agreed by Cabinet on 25th July 2023 which highlights the changes made to the original and revised PPAR items below for reference.

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| Title of Contract | Demolition of the Former Oscott Manor School |
| Contact Officers | Strategic Director: Sue Harrison, Children & Families Client Officer: Emma Bourne, Acting Property Manager Procurement Officer: Charlie Short, Procurement Manager |
| Relevant Portfolio | Councillor Karen McCarthy - Children Young People and Families |
| Briefly describe the service required. | To demolish the former Oscott Manor School which consists of various buildings of traditional construction and prefabricated buildings down to concrete slab level only, with the removal of all materials from site including the termination of utility services to the site. |
| What is the proposed procurement route? | An open procurement process will be advertised Contracts Finder and www.finditinbirmingham.com |
| What are the existing arrangements? Is there an existing contract? If so when does that expire? | This is a one-off requirement. |
| Will any savings be generated? | No savings will be generated from this procurement process for a one-off works project. |
| Has the In-House Preferred Test been carried out? | Yes, and the test demonstrated this is not suitable to be carried out in-house for works the Council does not have the capability to undertake. |
| How will this service assist with the Council's commitments to Route to Zero? | The works will be undertaken using the most up-to-date sustainable materials including using online platforms and minimising paper usage. Completion of the service will also assist in reducing CO2 emissions by stopping the arson attacks which are regularly taking place. |
| How do these activities assist the Council with Everybody's Battle; Everybody's Business? | There is no direct impact on Everybody's Battle, Everybody's Business from the award of this contract. |
| Is the Council under a statutory duty to provide this service? If not, what is the justification for providing it? | There is not a statutory duty for this service. However, the demolition supports the statutory duty, by virtue of section 542(2) of the Education Act 1996, in respect of schools that it maintains, to secure that the school premises conform to the prescribed standards. This includes a duty to ensure that maintained school buildings are maintained to a standard such that, so far as is reasonably practicable, the health, safety and welfare of pupils are ensured. Unless the building is demolished, there is a risk of litigation under the Occupiers Liability Act 1984 as the legislation imposes a duty on occupiers to take reasonable care for the safety of trespassers in respect of any risk of their suffering injury by reason of any danger due to the state of the premises or to things done or omitted to be done on them. |
| Estimated value of project (note: value estimated at time of submission of PPAR, this may change at time of advancing any related procurement activity) | The estimated value of the works is £260,000 based on a pre-tender estimate prepared by Acivico Ltd, the Council's technical advisor. |
| What budget is the funding from for this service? | The works will be funded from the from the Schools Condition Allocation. |
| Proposed start date and duration of the new contract | The proposed start date is September 2023 for a duration of 4 months. |

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| Title of Contract | Demolition of the Former Oscott Manor School |
| Contact Officers | Strategic Director: Sue Harrison, Children & Families Client Officer: Emma Bourne, Acting Property Manager Procurement Officer: Charlie Short, Procurement Manager |
| Relevant Portfolio | Councillor Mick Brown - Children Young People and Families |
| Briefly describe the service required. | To demolish the former Oscott Manor School which consists of various buildings of traditional construction and prefabricated buildings down to concrete slab level only, with the removal of all materials from site including the termination of utility services to the site. Since the original approval, during the planning stages, further surveys were undertaken which highlighted higher levels of contaminated material in the building requiring more work for its removal. |
| What is the proposed procurement route? | An open procurement process will be advertised Contracts Finder and www.finditinbirmingham.com |
| What are the existing arrangements? Is there an existing contract? If so when does that expire? | This is a one-off requirement. |
| Will any savings be generated? | No savings will be generated from this procurement process for a one-off works project. |
| Has the In-House Preferred Test been carried out? | Yes, and the test demonstrated this is not suitable to be carried out in-house for works the Council does not have the capability to undertake. |
| How will this service assist with the Council's commitments to Route to Zero? | The works will be undertaken using the most up-to-date sustainable materials including using online platforms and minimising paper usage. Completion of the service will also assist in reducing CO2 emissions by stopping the arson attacks which are regularly taking place. |
| How do these activities assist the Council with Everybody's Battle; Everybody's Business? | There is no direct impact on Everybody's Battle, Everybody's Business from the award of this contract. |
| Is the Council under a statutory duty to provide this service? If not, what is the justification for providing it? | There is not a statutory duty for this service. However, the demolition supports the statutory duty, by virtue of section 542(2) of the Education Act 1996, in respect of schools that it maintains, to secure that the school premises conform to the prescribed standards. This includes a duty to ensure that maintained school buildings are maintained to a standard such that, so far as is reasonably practicable, the health, safety and welfare of pupils are ensured. Unless the building is demolished, there is a risk of litigation under the Occupiers Liability Act 1984 as the legislation imposes a duty on occupiers to take reasonable care for the safety of trespassers in respect of any risk of their suffering injury by reason of any danger due to the state of the premises or to things done or omitted to be done on them. |
| Approval via Spend Control Board. | Approved by the Directorate Spend Control Board on 23 rd May 2024 under the Exemption Schedule approved by the Section 151 Officer. |
| What budget is the funding from for this service? | The works will be funded from the from the Schools Condition Allocation. |
| Estimated value of project (note: value estimated at time of submission of PPAR, this may change at time of advancing any related procurement activity) | The estimated value of the works is £460,000 based on a pre-tender estimate prepared by Acivico Ltd, the Council's technical advisor. |
| Proposed start date and duration of the new contract | The proposed start date is July 2024 for a duration of 6 months. |

APPENDIX 4 - QUARTERLY CONTRACT AWARD SCHEDULE (JANUARY 2024 – MARCH 2024)

| Type of Rept | Title of Procurement | Ref | Brief Description | Contract Duration | Directorate | Portfolio Finance and Resources | Finance Officer | Contact Name | Comments - including any request from Cabinet Members for more details | Contractor(s) Awarded to | Value of Contract - Excluding Extensions | Chief Officer | Actual Go Live date |
|------------------------|---|-------------|---|-------------------|--------------------------------------|--|---------------------|--|--|--|--|----------------|---------------------|
| Delegated Award Report | Electric Vehicle On-Street Residential Charge Point Scheme Lot 1: Lamp Post Charge Points | | 280 lamp post chargers will be installed across 70 streets. | 15 years | Place, Prosperity and Sustainability | Transport | Azhar Rafiq | Sylvia Broadley | Cabinet Member approved On-Street Residential Charge Point Scheme on 24/07/2023. Strategy / Award Report signed 05/01/2024. This is permitted spend under the Mandatory Spend Controls due to the fact that these services are essential for the Council and authorisation has been received from the S151 spend control board on 5/10/2023. | Ubitricity | £410,000 | Paul Kitson | 2024 |
| Strategy / Award | Fire Risk Assessments for Medium High Rise Blocks | P2164 | For the provision of fire risk assessments for medium and high rise blocks and the award of a contract following a further competition exercise using the Procurement Hub's Strategic Asset Management Services Framework in accordance with its protocol. | 3 years | City Housing | Housing and Homelessness | Andrew Healey | Brian Clifton / Lucy Ford | Presented to Cabinet for info10/10/2023. Strategy / Award Report signed 09/01/2024. This is permitted spend under the Mandatory Spend Controls due to HRA ringfenced funding and for regulatory compliance and authorisation has been received from the City Housing spend control board on 1st September 2023 and from S151 officer on the 14th September 2023. | Pennington Choices Ltd | £484,650 | Paul Langford | 22/01/2024 |
| Strategy / Award | Employer's Agent Services for the Druids Heath Estate Regeneration Scheme | P0865 | The services will conclude the work to complete the outline planning application and masterplan and include: - additional surveys for the Environmental Impact Assessment and advice - further design work - planning, transport and sustainability advice | 1 year 6 months | Place, Prosperity and Sustainability | Housing and Homelessness | Andrew Healey | Kerry Scott / Katharyn Jones | Presented to Cabinet for info 12/12/2023. Strategy / Award Report signed 03/01/2024. Authorisation was received from the Place, Prosperity & Sustainability Spend Control Board on 4th September 2023 and Section 151 Officer approval on 27th September 2023, on the basis the spend is essential to support a major regeneration scheme. | WSP UK Ltd | £395,756 | Philip Nell | 01/01/2024 |
| Delegated Award Report | UKSPF Business Growth Services (East Birmingham and North Solihull SME and Social Enterprise Support) | P1139 | To connect local SMEs to public-sector contracting opportunities within the area. This will represent the only place-based business support scheme in Birmingham. To support this work there will also be a small grant programme aimed at further removing logistical barriers to accessing contracts... | 1 year 1 month | Place, Prosperity and Sustainability | Finance and Resources | Azhar Rafiq | Karolina Medwecka / Stuart Follows | Cabinet approved the report for Acceptance and Implementation of UKSPF (UK Shared Prosperity Fund) on 13th March 2023 and delegated the procurement strategy and award to CO. Approval to Tender Strategy approved 09/11/2023. Delegated Award Report signed 19/01/2024. External grant spend and approval was obtained from the Spend Control Board on 26th September 2023. | Newable International Consulting Ltd | £424,618 | Paul Kitson | 29/01/2024 |
| Strategy / Award | Delivery Partner to Provide Financial Analysis for 0-19 Healthy Child Programme | P1131-006 | For the provision of a delivery partner to provide financial analysis for 0 - 19 Healthy Child Programme via direct award of the contract following a procurement exercise using the Agri-Epi Centre (AEC): Neutral Vendor Framework for Multi-Specialism Services. | 5 weeks | Children and Families | Children, Young People and Families | Clare Sandland | Helen Price | Cabinet approved the strategy for the provision of professional services and advice to support the Council's transformation and savings efficiencies and opportunities programme on 30/03/2023 and delegated to CO. Strategy Award Report signed 22/02/2024. This project and budget spend was also by the S151 Spend Control Board on 5th February 2024. | Constellia Public Ltd (using Newton Europe limited via Constellia) | £345,000 | Helen Price | 26/01/2024 |
| Delegated Award Report | Benson Community School - Roofing Repair and Replacement Capital Works | | The works are for the repair of flat roofs, pitched roofs and valleys at Benson Community School, alongside the replacement of roof lights, hoppers, down pipes and the replacement of lead flashings. This will ensure the long-term impact on educational continuity for the school is reduced and further expenditure towards repair and maintenance are not required in the short-term. | 2 months | Children and Families | Children, Young People and Families | Clare Sandland | Zahid Mahmood / Charlie Short | The Schools Capital Programme – School Condition Allocation Basic Advice Allocation 2023-24 + Future Years report to Cabinet dated 16th May 2023 delegated the procurement strategy and award of contracts for named projects using the Constructing West Midlands Repairs and Maintenance Framework. Delegated Award Report signed 30/01/2024. Expenditure associated with the School Condition Allocation grant has received bulk approval via the S151 officer. This spend is to ensure that we are meeting Health & Safety regulations and was approved by the C&F Directorate Spend Control Board on 20/12/2023. This will be reported to S151 Spend Control Board as part of the weekly reported lists. | Graham Asset Management Limited | £290,415 | Sue Harrison | 01/03/2024 |
| Strategy / Award | Computer Aided facilities Management (CAFM) Software | | CAFM system (migration to Cloud) used for Repair and Maintenance and Statutory Maintenance to ensure Building Health and Safety Compliance. The system is critical to the management of Council properties and maintenance / monitoring of statutory responsibilities relating to the Health and Safety of building users including for example the public, care home residents and staff. | 2 years | Digital and Technology Services | Digital, Culture, Heritage and Tourism | Ravinder Dhalwal | Michael McGuinness | Presented to Cabinet for info12/12/2023. Strategy / Award Report signed 30/01/2024. Approved by S151 Spend Control Board on 06/11/2023. | Civica UK Limited | £278,487 | Cheryl Doran | 01/02/2024 |
| Strategy / Award | Delivery Partner to Support the Reshape and Reset of the Corporate Portfolio Management Office | P1131 - 005 | Provision of a Delivery Partner to support the reshape and reset of the Corporate Portfolio Management Office (CPMO) and to seek approval for the award of the contract following a further competition exercise using the Agri-Epi Centre (AEC): Neutral Vendor Framework for Multi-Specialism Services. | 6 months | Strategy, Equalities & Partnerships | Corporate Portfolio Management | Ravinder Dhalwal | Gemma Maht / Stuart Follows | Procurement Strategy for the Provision of Professional Services and Advice to Support the Council's Transformation and Savings Efficiencies and Opportunities Programme was approved by Cabinet on 21st March 2023 and delegated award and call offs to CO. Strategy / Award Report signed 13/03/2024. These costs funded from a budget allocation approved on 10/01/2024 and 11/03/2024 by the Interim Director of Finance & Section 151 Officer. Approved by Cabinet on 21st March 2023 | Constellia Public Ltd (using Ernst & Young LLP via Constellia) | £244,580 | Richard Brooks | 14/03/2024 |
| Strategy / Award | Integration of Newly Granted Refugees in Birmingham: Move-On Provision | P0915/007 | Provision of Integration of Newly Granted Refugees in Birmingham: Move-On Provision - Lot 5 Arrivals, Orientation, Accommodation and to seek approval for the award of a contract following a further competition exercise using the Council's Integration Support Services for Sanctuary Seekers Flexible Contracting Agreement (FCA) – Lot 5 (P0915). | 2 years | Adult Social Care | Health and Social Care | Samantha Bloomfield | Bethany Finch / Marie Kennedy / Marjit Sarma | Tender Strategy for the provision integration support services for sanctuary seekers approved via the Cabinet Members for Social Justice, Community, Safety and Equalities and Cabinet Member for Finance and Resources on 12/12/2022 and delegated the award and call offs to CO. Delegated Award Report signed 20/06/2023. Strategy / Award report signed 28/03/2024. The funding for this service is ring-fenced grant and therefore this expenditure is permitted spend under Mandatory Spend Controls | The Refugee Migrant Centre Limited | £299,589 | Louise Collett | 01/04/2024 |

Birmingham City Council

Cabinet

25 June 2024



Subject: Scaling up retrofit through Energy Company Obligation 4 (ECO4) and Great British Insulation Scheme (GBIS)

Commissioner Review

The Council is operating at a loss and has a budget saving target in 24 – 25 of £150m. This initiative and any associated incremental costs must be considered in this context.

Any incremental costs must be covered and exceeded by the planned revenue as stated in the paper. It is important that progress is measured at the regular meetings.

Commerciality is key here. Concession awards must be linked to quality of delivery and BCC must have the opportunity to withdraw the concessions on poor performance.

Birmingham City Council

Late Report

Birmingham City Council

18 June 2024



Subject: Energy Company Obligations – Scaling Up Retrofit Proposals
Report of: Paul Langford – Strategic Director, City Housing
Report author: Guy Chaundy, Assistant Director – Strategic and Enabling

1) Late Reports

To be completed for all late reports, i.e. which cannot be despatched with the agenda papers i.e. 5 clear working days' notice before meeting.

| | |
|--|---|
| <i>Reasons for Urgency / why late</i> | The report did not go out with the agenda publication for the meeting as a result of the changes that were made by the Commissioners. |
| <i>Date agreement obtained (Executive e.g. Leader and/or CEX):</i> | 18/06/2024 |

Birmingham City Council

Report to Cabinet

25 June 2024



Subject: Scaling up retrofit through Energy Company Obligation 4 (ECO4) and Great British Insulation Scheme (GBIS)

Report of: Paul Langford, Strategic Director, City Housing

Relevant Cabinet Member: Cllr Jayne Francis, Cabinet Member for Housing and Homelessness

Relevant O & S Chair(s): Cllr Jamie Tennant, Homes Overview and Scrutiny Committee

Report author: Guy Chaundy - Asst Director for Housing, Strategic; and Enabling and Ellie Horwitch-Smith - Asst Director for Route to Net Zero
Email: guy.chaundy@birmingham.gov.uk

| | | |
|--|---|---|
| Are specific wards affected? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No – All wards affected |
| If yes, name(s) of ward(s): | | |
| Is this a key decision? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| If relevant, add Forward Plan Reference: 012808/2024 | | |
| Is the decision eligible for call-in? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| Does the report contain confidential or exempt information? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| If relevant, state which appendix is exempt, and provide exempt information paragraph number or reason if confidential : | | |

1 Executive Summary

- 1.1 This report seeks to set out the approach to secure retrofit concessionaires to scale up the delivery of the Energy Company Obligations (ECO) and Great British insulation Scheme (GBIS) to deliver our ambition of installing energy efficiency measures to up to 3000 homes per year.
- 1.2 This will lead to significant inward private investment (estimated c. £60m to March 2026 with potential for ongoing annual inward investment from April 2026 onwards) to homes across Birmingham, help reduce fuel bills to tackle the cost-

of-living crisis for our residents and tackle health issues caused by cold, damp homes. The programme has some potential to create savings against the Housing Revenue Account through the use of ECO to deliver retrofit measures to meet the Asset Management Strategy commitment for all BCC homes to meet EPC C by 2028.

- 1.3 Additionally, the programme will generate revenue of up to £300k to March 2026 (and potential for similar amount per annum following that) to administer this work and increase the team's capacity to drive demand for retrofit whilst building our capacity to deliver similar schemes.
- 1.4 In light of the Council's Budget Saving targets for 2024-2025 this programme will generate sufficient revenue to cover or exceed the costs to administer this work and increase the teams capacity to drive demand for retrofit whilst building our capacity to deliver similar schemes.
- 1.5 In order to ensure that the project remains on target and installations are completed to industry standard, the procurement specification ensures that there are monthly progress meetings with all concessionaires. Where quality in delivery is not met, the council will have the option to withdraw the concession.
- 1.6 Corporate procurement have been engaged and consulted throughout the development of the scale up of ECO4 to ensure compliance with the procurement regulations and best approach to commercial engagement. Any conflicts of interest must be disclosed as part of the tender and appointment to the approved installer list will be awarded based on the Most Economic Advantageous Tenders (MEAT) received.

Energy Company Obligations and Great British Insulations Scheme

- 1.7 Both ECO and GBIS are government supported programmes and are funded by the large energy companies. Each of the schemes has funding in the region of £1bn to be spent by March 2026 (although DESNZ has suggested this may be extended).
- 1.8 ECO has been running since 2013 and is now in phase 4. ECO5 is already in discussion at DESNZ and is expected to run from 2026 for 3 years which means that establishing the infrastructure now to deliver these projects will put Birmingham in a position to significantly scale up retrofit delivery.
- 1.9 The energy companies are responsible for spending the money to improve the energy efficiency of homes with a focus on households most impacted by fuel poverty and rising cost of living.
- 1.10 For Birmingham, ECO and GBIS provide a significant opportunity to increase fully funded investment into retrofitting energy inefficient homes for both private households and social homes across Birmingham. Leveraging these initiatives can improve energy performance, reduce fuel bills for families, and support the council's Net Zero goal while also reducing the demand on the

HRA. A more co-ordinated approach led by the Council will help improve the installation quality currently being seen across the City.

- 1.11 This report outlines how the Council will commission concessionaires to implement ECO4 and GBIS, driving the retrofitting of up to 3,000 homes per year.

2 Recommendations

That Cabinet:

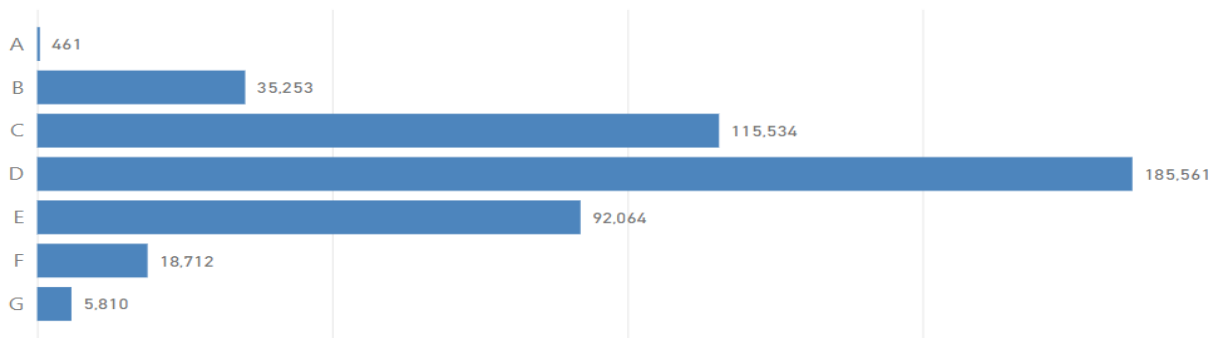
- 2.1 Approves the Council's procurement strategy and commence the procurement to secure 3 to 5 concessionaires to deliver ECO and GBIS retrofit installations.
- 2.2 Delegates authority to the Strategic Director of City Housing in consultation with the Interim Director Commercial & Procurement (or their delegate), the Strategic Director of Council Management (or their delegate), and the Interim City Solicitor & Monitoring Officer (or their delegate) to approve the appointment of concessionaires and award concession agreements with each concessionaire for an initial contract period of 17 months in consultation with the Cabinet Member for Housing and Homelessness and Assistant Director for Route to Net Zero.
- 2.3 Delegates authority to the Strategic Director of City Housing to extend the contracts in accordance with the contract terms and subject to satisfactory performance.
- 2.4 Delegates authority to the Assistant Director of Housing, Strategy and Enabling in consultation with Assistant Director of Route to Net Zero to agree the annual allocation of the income generated through the concession agreements. To be agreed annually and in line with the proposed spend areas identified at paragraph 3.30.
- 2.5 Authorises the Interim City Solicitor and Monitoring Officer (or their delegate) to negotiate, execute and complete all necessary legal documents to give effect to the above recommendation.

3 Background

The Housing Challenge

- 3.1 A large proportion of the 450,000 homes in Birmingham are old and poorly insulated. This leads to cold, damp, draughty homes which are expensive to heat and are a major contributor to fuel poverty. Government statistics estimate that **23% of Birmingham residents live in fuel poverty. However, independent analysis indicates that this could be over 50% in some areas of the city**¹.

¹ [Constituency fuel poverty statistics - End Fuel Poverty Coalition](#)



Data from Parity Projects ©

- 3.2 As can be seen in the above table the majority of homes in Birmingham (68%) have an Energy Performance Certificate (EPC) of D or below. This means that over **300,000 properties are energy inefficient and will require investment** to meet the minimum recognised standard of energy performance as measured by the Standard Assessment Procedure (SAP) used in the preparation of Energy Performance Certificates (EPCs).
- 3.3 Homes are responsible for **36% of the city's carbon emissions**, largely due to the use of gas for space and hot water heating. Investment in energy efficiency and heating replacements need to happen at scale to realise our Net Zero ambitions. Additionally, damp, cold homes can exacerbate serious health issues. Respiratory and cardiac illness, poor child development, hypothermia and poor mental health caused by **cold homes costs the NHS £1.4bn per year nationally!**

Retrofit – Improving Health, Reducing Fuel Bills, Cutting Emissions

- 3.4 Upgrading the energy performance of Birmingham homes, primarily via insulation, heating systems and renewable energy generation will deliver positive energy performance, carbon emission reductions and improved health outcomes. Investment in improved energy performance also removes draughts and can eliminate damp and mould caused by poor insulation or inadequate heating and ventilation. By improving the energy performance of a home, less energy is required to heat it and it becomes more comfortable to live in. By promoting the delivery of retrofit projects across all tenures in the city, the Council can address health and fuel poverty issues as well as making a large step towards net zero.
- 3.5 The scaling up of ECO and GBIS has additional positive environmental and sustainability impacts. By making buildings more energy-efficient, the scheme significantly reduces both energy demand and the extraction of non-renewable resources. It also decreases air pollution from energy production and consumption. The focus on retrofitting existing structures also reduces construction waste. By implementing sustainable practices in retrofitting housing, Birmingham City Council can significantly impact housing retrofit, reduce the city's carbon footprint, and position Birmingham as a leader in climate change mitigation.

ECO & GBIS RETROFIT OPPORTUNITY

- 3.6 Both the Energy Company Obligation and The Great British Insulation Scheme are funded by the major energy companies (via charges on domestic energy bills) and mandated by government via licencing requirements. This form of obligation has existed since 2002 when the Energy Efficiency Commitment 1 was first introduced. It has been known under multiple names since but with the same overall objective to improve the energy efficiency of existing homes
- 3.7 ECO4 – the current phase of ECO – started in 2022 and runs until March 2026, (although there is early indication of this being extended to 2027). The next phase - ECO5 – is already in discussion within DESNZ and is anticipated to run for a further 3 years from 2026/27.

What are ECO and GBIS?

- 3.8 For the purpose of this briefing when we refer to ECO, this also encompasses GBIS. Both schemes are funded by energy companies and aim to improve the energy performance of homes across the UK. They aim to reduce fuel bills for low-income households whilst at the same time reduce carbon emissions. Therefore energy performance measures which result in high carbon emissions savings are particularly attractive. GBIS also has a more general route which is not income dependent and is intended to improve the most inefficient homes
- 3.9 An overview of the obligations, aims, eligibility criteria, and efficiency measures funded through each scheme are summarised below:

| ENERGY COMPANY OBLIGATIONS (ECO) | GREAT BRITISH INSULATION SCHEME (GBIS) |
|--|---|
| <ul style="list-style-type: none"> • £1 billion funding through energy companies • Aims to reduce fuel bills for low income households • £224.3 million in notional annual bill savings • Fabric-first and multi-measure • Criteria: EPC D or Below (E for rented) • Criteria: Means tested benefits, health | <ul style="list-style-type: none"> • £1 billion funding through energy companies • Energy suppliers must improve over 300,000 homes • Saving between £300-400 from bills • Fabric First, single-measure • Criteria: As ECO • plus general for worst homes – council tax A-D |

Council Involvement to Date

- 3.10 The Council began to actively promote ECO4 in early 2023 by establishing a programme of area-based activity with E.ON and Agility ECO. Memorandums of Understanding have been agreed both organisations who take responsibility for allocating funding, creating demand and delivering retrofit works.
- 3.11 Through an area based approach, the Council is working with E.ON to build on the successful LADs retrofit programme. With a focus in small areas, our partnership aims to build demand before moving on to further areas of the city. Currently E.ON

have received over 100 applications for efficiency measures but demand is low and E.ON are finding engagement challenging.

3.12 Agility ECO are an ECO management company which receives funds from multiple energy companies and delivers retrofit works through a network of installers. On average Agility ECO are receiving 60-70 applications per month across the city.

3.13 The role of the Council has been critical but limited to date. This is largely due to ECO being an energy company/installer led programme. However, there is also limited additional capacity in BCC to increase the pace and scale of activity. The potential of the ECO opportunity is therefore not being realised.

THE OPPORTUNITY

3.14 Following conversations with our current partners, E.ON and Agility ECO as well as other potential partners and other local and national ECO installers, an opportunity has arisen to accelerate the pace and scale of ECO across Birmingham.

3.15 We have consulted with Greater Manchester Combined Authority (GMCA) who has established an ECO programme of a similar scale and have successfully procured a partnership which creates a revenue stream into the authority.

3.16 GMCA appointed a number of ECO installer partners. Each installer paid an upfront fee to become a partner. This fee is based on an estimated number of installs per property delivered through ECO Flex. The fee has provided an upfront revenue to GMCA per year to fund the project team whose main role is to verify the eligibility of households to access ECO funding, sign off declarations, and to generate leads through targeted marketing and community engagement. GMCA expect this to increase as they scale up the number of properties targeted, and with the introduction of GBIS.

3.17 Energy providers and their installers have demonstrated an appetite to work in partnership with BCC and indicate a potential to scale up the city’s ECO programme up to **3,000 homes per year**.

| Partner | Current est output homes per year | Potential homes per year |
|-----------------|-----------------------------------|--------------------------|
| EON | 500 | 500* |
| Agility ECO | 500 | 500* |
| ECO Installer 1 | NA | 700 |
| ECO Installer 2 | NA | 700 |
| ECO Installer 3 | NA | 600 |
| TOTAL | 1000 | 3000 |

3.18 It is likely that it will take upward of 12 months to reach these levels of delivery and we anticipate the following annual outputs:

| | |
|--------------------|---|
| 2024/25: | 1000 homes (largely from existing partners) |
| 2025/26: | 2000 homes |
| 2026/27 (onwards): | 3000 homes |

3.19 Funded by the concession agreement fees, the Council will provide support to increase demand through communications, community group working and use of the Council's existing data and data from public health, NHS, education etc. Our recent experience of delivering the LADs retrofit programme has provided the team with the knowledge and capability to work with communities, create demand and drive retrofit projects to successful outcomes.

3.20 This will also allow the Council to develop capacity within community groups across the city to help spread awareness and offer trained support to residents.

THE BENEFITS

3.21 The procurement approach recommended will help secure private investment into housing across the city and a revenue stream to the Council to support retrofit works and capability building. It also has the potential to support savings from the Housing Revenue Account (HRA) as ECO can also be used for social housing.

3.22 ECO 4 is in delivery and continues until at least March 2026. DESNZ and Ofgem are already in consultation with energy companies regarding ECO 5 which is fully expected to commence in April 2026 and will lead to a further 3 years of delivery.

3.23 A legal obligation is placed on energy companies to invest money on energy efficiency home improvements. Meaning, ECO is not a short-term government initiative in the way many other retrofit programmes are. Therefore, it is unlikely that ECO5 (or a version of this) will not go ahead. However, it is not yet guaranteed.

3.24 Due to this, the short-term benefits case for delivery through the ECO4 programme to March 2026 has been considered and demonstrates the value of commencing immediately.

3.25 The following demonstrates the likely benefits to March 2026:

| Savings/Income/Investment for ECO 4 to March 2026 only | | |
|---|--------------|---|
| Private investment in homes across Birmingham | £60 million | 3000 homes warmer, less damp and healthier (24/25 – 1000, 25/26 – 2000) |
| Savings to HRA | £16 million | 1000 BCC social homes retrofitted at 80% funding from ECO – saving £15m required spend from HRA. Required to comply with Asset Management Strategy EPC C 2028 target. |
| Fuel bill savings | £1.2 million | 3000 homes saving on average £400 per year |
| Revenue income generated for BCC | £300,000 | Concession fee of £100 per property retrofitted. |

Once ECO 5 is confirmed, these benefits will extend annually for at least another 3 years from April 2026.

3.26 Revenue generated through the current arrangement (memorandum of understanding with local partners) via the introduction of a £100 declaration fee demonstrates the schemes potential. Although of a much smaller scale and not an upfront income generation, as set out within this new proposal, receipts to a value of £12,100 have been generated from

THE APPROACH

Procurement of Delivery Partners Through Concession Agreement:

3.27 Following the model established by GMCA we aim to procure up to five installer partners to deliver ECO and GBIS. This would involve procuring partners under a concession agreement which allows the Council to charge a fee for generating leads/ referrals to the concession providers. The fee would be based on the number of retrofit projects that each installer commits to delivering. This fee would be used to fund team costs as well as delivering a communications strategy and supporting local community groups to build demand.

3.28 It is anticipated that an area approach will be taken with each partner being responsible for a section of the city.

3.29 The procurement strategy can be found in Appendix 3.

ROLE OF BIRMINGHAM CITY COUNCIL

3.30 Whilst ECO is an energy company and ECO installer-led programme, the most successful ECO projects nationally are those where the Local Authority has taken a steering role. British Gas and installers from their supply chain have expressed real interest in being involved in ECO in Birmingham on the basis that the Council takes a strategic role to co-ordinate and help drive demand. The work we completed on LADs demonstrated the critical role that the Council can play when working closely with local community groups. The energy companies and installers are unable to build trust with homeowners to the level that BCC working in partnership with community groups is able to.

3.31 Therefore, it is critical that the Council becomes responsible for managing and driving the programme. This will be done in the following areas:

3.32 *Scaling up Delivery:* It will be necessary for the Council to co-ordinate delivery by our partners to:

- agree strategic approach and short term plans.
- ensure they are delivering to the expected standards and numbers.
- ensure that their customer support processes are in place.
- approve ECO-Flex declarations – an OFGEM requirement to ensure personal eligibility criteria is being met.
- Engage and empower local community representatives to support or lead engagement.

3.33 *Scaling up Demand:* Currently the largest challenge is the low level of demand for retrofit across the city despite the significant need. The key role of the Council will therefore be to help build demand and trust.

3.34 There are three routes to doing this:

1. *Communications:* ongoing, consistent communications across the city to build awareness. Supported by local, focused communications in the areas where our partners are delivering ECO. These comms need to be led by the Council in partnership with local community groups to ensure consistency and to build trust.
2. *Data driven eligibility:* The ECO programme includes eligibility routes for people in poor health, on benefits and receiving free school meals amongst other criteria. In some cases, the Council or our partners (NHS etc) has access to data which can help reach individuals who meet these criteria. In other instances, data is available which will support area-based targeting e.g. indices of multiple deprivation, Parity Projects data.
3. *Community:* As proven in the recent successful delivery of the LADs programme, the greatest way to reach more people is through community networks. We aim to appoint (and pay) local community groups to promote the project and provide support to the people within their communities.

3.35 Scale Up Support: Retrofit and especially the ECO programme can be confusing. It is hard to find good advice and many people do not apply because they lack the

knowledge or confidence to make an informed decision. For the Council to drive the ECO programme, we must provide the advice and support along the customer journey.

- 3.36 Whilst the Council will take responsibility for driving and facilitating this programme, the delivery partners will remain responsible for its delivery. They will bring funding from energy companies who they partner with, will carry out marketing and attract their own leads and then deliver retrofit measures. No responsibility for work quality will sit with the Council and the Council will have no financial commitment or risk. All funding flows from the energy companies to the delivery partner directly.

Role of the team

- 3.37 The current team working on ECO4 sees members from Housing Strategy and Route to Net Zero. The team is also working very closely with the City Housing Asset Management team to co-ordinate a joint approach to ensuring value is also captured for The Council's social housing stock.
- 3.38 The following table shows the current team as well as the proposed team to support the scaling up of ECO. This is the requirement up to March 2026.:

Concession Revenue Allocation

- 3.39 Revenue will be ring-fenced and used to support (in priority order):

1. Retrofit team across Strategic Housing and Route to Net Zero
2. Retrofit Communications and awareness raising – digital and physical marketing.
3. Supporting local community groups to develop awareness and trust and to support residents.
4. Provision of retrofit support and advice to residents considering or undergoing retrofit.
5. Adoption and pilot of systems required to deliver retrofit at scale.

4 Options considered and Recommended Proposal

- 4.1 The following options have been considered in developing this proposal:
- 4.2 Do Nothing: The ECO/GBIS programme is the responsibility of energy companies and does not require input from Local Authorities. However, the scale of implementation is limited with this approach. By taking a strategic approach, Birmingham can lead the approach and provide residents with a more trusted option for having their homes improved.
- 4.3 Continue “light-touch” approach: The work we have done to date with EON and Agility ECO has not delivered the numbers of installations promised. We have learnt significant lessons from this which have led to the proposal to work directly with larger installers. To date this has not delivered a revenue stream to support our work.

- 4.4 Proposed Delivery Partner Approach: The risk to the council is low and provides a significant revenue stream to help develop demand and support our residents better. It allows trust to be built and capacity to be developed with in the city whilst maximising outcomes for our residents. This is the recommended option.

5 Consultation

The proposals have been developed in consultation with:

- 5.1 Greater Manchester Combined Authority who delivered a similar procurement process and are now working with three delivery partners.
- 5.2 E.ON and Agility ECO as well as other potential partners and other local and national ECO installers
- 5.3 Corporate Procurement – see the procurement strategy which sets out the procurement approach in support of these proposals at Appendix 3.
- 5.4 Housing DMT
- 5.5 Cabinet Member for Housing
- 5.6 Cabinet Member for Environment.
- 5.7 Places, Prosperity and Sustainability Strategic Director
- 5.8 Route to Net Zero Assistant Director; and
- 5.9 Cabinet Member for Environment.

6 Risk Management

- 6.1 Risk associated with this proposal include low levels of demand for retrofit across the city, despite the significant need, and limited additional capacity in the council to increase the pace and scale of activity.
- 6.2 Reputational Risk: The Council will be promoting this programme and could be criticised for any poor installations. This is being managed through procurement of quality delivery partners who will be monitored closely by a dedicated Housing Modernisation and Strategy Manager. Responsibility for delivery quality will sit with the delivery partner and issue resolution timescales will be included within the agreement.
- 6.3 Reputational Risk: The ECO and GBIS programmes have strict eligibility and value for Money criteria which in many cases lead to homes and households not being suitable under this programme. This is often difficult for residents to accept. It is important the Council and our partners develop communication material to manage expectations and provide support even when a property is rejected.
- 6.4 Financial risk: the financial risk is minimal as there is no direct cost to the council and a revenue stream will be established to support resources. The

revenue is paid to the Council upfront based on targets. It is non-returnable so entirely at the risk of the Delivery Partner.

7 Compliance Issues:

- 7.1 The proposals within this report align with the Birmingham Joint Health and Wellbeing Strategy 2022-2030 under its theme living, working and learning well which recognises and seeks to address the impact poor, inefficient and cold housing can have on residents.
- 7.2 The proposals within this report align with the Housing Strategy 2023-2028 under priority three: Neighbourhoods are Enhanced and the Quality of Existing Housing is Improved which seeks to ensure that we secure investment to retrofit 30% of council homes by 2028.
- 7.3 The proposals within this report align with the Asset Management Strategy 2024-2029 which seeks to secure investment to retrofit homes cross tenure in order to improve the sustainability and quality of existing homes.
- 7.4 The proposals align with the Improvement and Recovery Plans aim to develop a financially sustainable council as ECO and GBIS will be self-financing and increase revenue into the City Housing Directorate.
- 7.5 The proposals align with the Council's Corporate Plan 2022-2026 strategic aim of Creating A Bold Green Birmingham. In particular ambitions to improve air quality and continue on the route to net zero.

8 Legal Implications

- 8.1 Section 1 Localism Act 2010 confers a general power of competence on the Council which permits the grant funding proposed in this report. As this is a project which looks to agree to concessions agreement, it will develop a financially sustainable council as ECO and there is the self-financing aspect of GBIS, leading to increase revenue for the Council.

9 Financial Implications

- 9.1 There should be no cost to the council's base budget, as concession funding will be paid to us from suppliers to spend on publicity, coordination and engagement. This amount will be set in advance, so ensures affordability of the resources committed to. This figure is estimated at £300,000 per annum, scaling up in the first year, but the final figure will be formally agreed in the contracts.
- 9.2 The cost of work carried out is then funded by large energy company grants as mandated by central government..

- 9.3 Where demand for the scheme is lower than anticipated by the suppliers in setting their concession, this will fall on the suppliers. It is considered there is no further financial risk to the Council as the team and their activities will be carefully managed and funded through the upfront concession fees. Budgets will be reviewed annually.

10 Procurement Implications (if required)

- 10.1 The delivery partners will be procured under a single stage process to secure an approved list of installers in accordance with the Concession Contract Regulations 2016.
- 10.2 As a concession arrangement, the value of the procurement is determined via the total turnover of the concessionaire(s) generated over the duration of the contract, net of value added tax, in consideration for the works and services which are the object of the concession contract and for the supplies incidental to such works and services. We have estimated the contract value as £265m.

11 Human Resources Implications (if required)

- 11.1 There are no HR implications in the delivery of this project.

12 Public Sector Equality Duty

- 12.1 An Equalities Impact Assessment screening has been completed (Appendix 1) which identifies positive impacts for groups with protected characteristics, as well as vulnerable communities that are likely to be affected by cold, damp and draughty homes, and fuel poverty. The assessment has also identified actions to consider as part of the Delivery Plan formulation process, particularly in relation to targeted physical and digital marketing, the production of IAG, and identifying appropriate community organisation to promote both schemes.
- 12.2 The EIA will be kept under review and updated annually to capture and reflect any changes in approach as we begin to upscale and accelerate ECO and GBIS across Birmingham.

13 Appendices

- Appendix 1: Equalities Impact Assessment EIA000423
- Appendix 2: Environmental Impact Assessment: Upscale of the ECO4 & GBIS scheme
- Appendix 3: Procurement Strategy

EQUALITY IMPACT ASSESSMENT

Scaling up retrofit through Energy Company Obligation 4 (ECO4) and Great British Insulation Scheme (GBIS)

Reference: EIA000423

Date: 19/04/2024

Submitted by: Richard Labran



EIA Form – About your EIA

| | |
|---|--|
| Reference number | EIA000423 |
| Date Submitted | 19/04/2024 |
| Subject of the EIA | Scaling up retrofit through Energy Company Obligation 4 (ECO4) and Great British Insulation Scheme (GBIS) |
| Brief description of the policy, service or function covered by the EIA | The council are seeking to procure delivery partners in order to upscale the ECO and GBIS retrofit schemes across Birmingham. Both schemes offer energy efficiency measures and improvements adopting fabric first multi measures (ECO) or single measures (GBIS). The schemes are funded via big energy companies who leverage a charge on bills to cover the cost of fully funded insulation works targeted at homes with EPC ratings D or below that are occupied by low income households in receipt of means tested benefits. |
| Equality Assessment is in support of... | ["New strategy", "New function"] |
| How frequently will you review impact and mitigation measures identified in this EIA? | Annually |
| Due date of the first review | 2025-05-30 |

Directorate, Division & Service Area

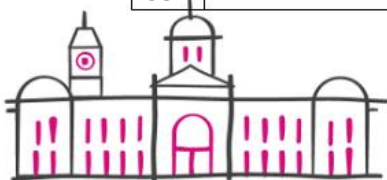
| | |
|--|----------------------------------|
| Which directorate(s) are responsible for this EIA? | ["City Housing"] |
| Division | Strategy & Enabling |
| Service area | Housing Modernisation & Strategy |
| Budget Saving | No |

Officers

| | |
|--|----------------------------------|
| What is the responsible officer's name? | Richard Labran |
| What is the responsible officer's email address? | richard.labran@birmingham.gov.uk |
| What is the accountable officer's name? | Guy Chaundy |
| What is the accountable officer's email address? | guy.chaundy@birmingham.gov.uk |

Data Sources

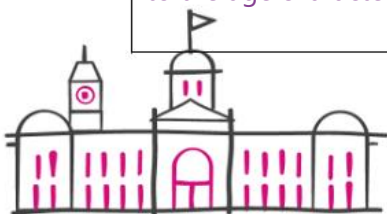
| | |
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| Data source | ["Relevant reports/strategies", "Parity Projects "] |
|-------------|---|



| | |
|---------------------|--|
| urces | |
| Data source details | <p>Housing Strategy 2023-2028</p> <p>Asset Management Strategy 2024-2029</p> <p>National Energy Action</p> <p>DESNZ Fuel Poverty Factsheet 2024</p> <p>https://www.ethnicity-facts-figures.service.gov.uk/housing/housing-conditions/housing-with-damp-problems/latest/</p> <p>https://www.health.org.uk/evidence-hub/housing/housing-affordability/inequalities-in-housing-affordability#:~:text=Over%20the%20past%20decade%2C%20housing%20affordability%20has%20declined,relative%20housing%20costs%20compared%20to%20white%20British%20people.</p> <p>https://www.theguardian.com/society/2022/nov/21/racial-inequality-hard-wired-housing-system-england-study</p> |

Protected Characteristics

| Protected Characteristic – Age | |
|---|--|
| Does this proposal impact people due to their age as per the Equality Act 2010? | Yes |
| What age groups are impacted by your proposal? | ["0-9 years", "10-19 years", "20-29 years"] |
| Please describe any potential impact to the age characteristic | <p>DESNZ Fuel poverty tables indicate that young people aged 16-24 make up 25% of all households currently living in fuel poverty. Likewise single parents and couples with children are more likely to be fuel poor. Furthermore, Birmingham's HEDNA and Housing Strategy recognise that privately rented accommodation in Birmingham is generally occupied by people in their 20-30s, and those living in the private rented sector (24.1 of all PRS tenants) are most likely to be fuel poor, followed by those in the social rented sector (17.3% of tenants). Consequently, the upscaling of ECO and GBIS are likely to have greater benefits for younger cohorts as evidence suggest these groups are most likely to experience fuel poverty, which in part can be linked to income but also less purchasing power to occupy more energy efficient housing. Fabrication of their homes is likely to lead to reduced need to heat space, which in turn will lead to a reduction in fuel bills. This would mean more young people living in cold and damp homes.</p> |
| How could you mitigate against any negative impact to the age characteristic? | By rolling out the scheme and targeting households with children in receipt of means tested benefits alongside households in receipt of UC or housing benefit living in the private rented and socially rented sectors. |



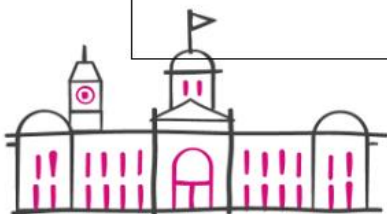
Please describe how this proposal does not impact people due to their age

Protected Characteristic – Disability

| | |
|--|--|
| Does this proposal impact those people with a disability as per the Equality Act 2010? | Yes |
| Please describe any potential impact to the disability characteristic | According to DESNZ fuel poverty tables, households containing someone living with a long term illness or disability are 6.6% more likely to be fuel poor. Furthermore data gathered in support of Birmingham's Housing Strategy 2023-2028 suggests 37% of households in Birmingham have someone living in the home with a long-term health condition or disability. This makes up a significantly large proportion of households that might be living in fuel poverty and energy inefficient homes. That said, disability benefit such as PIP or DLA are not qualifying benefit for ECO or GBIS, consequently consideration will need to be given as to how to target these groups to ensure they are able to access free energy efficiency measures through both schemes. |
| How could you mitigate against any negative impact to the disability characteristic? | Use relevant data from DWP Stat explore combined with council and City Observatory data to target households containing someone living with a disability alongside household members in receipt of qualifying means tested benefits for the ECO and GBIS schemes. Furthermore, it may be possible to target local VCS groups that support people living with a disability, so that they can promote both schemes to beneficiaries. |
| Please describe how this proposal does not impact people due to their disability | |

Protected Characteristic – Sex

| | |
|---|--|
| Does this proposal impact citizens based on their sex as per the Equality Act 2010? | Yes |
| What sexes will be impacted by this proposal? | ["Female"] |
| Please describe any potential impact to the sex characteristic | Data from DESNZ indicates that 29% of single parents are living in fuel poverty in England. Census data confirms that the majority of lone-parent families are lone-mother families (2.5 million, 84%). Consequently there is a higher likelihood that women are more affected by fuel poverty and are more likely to be living in cold, damp homes. |



| | |
|---|--|
| How could you mitigate against any negative impact to the sex characteristic? | Targeted IAG on both schemes through family support groups, women's sector organisations, and by making use of relevant data to promote the benefits of ECO and GBIS to single parents in receipt of child benefit and other child related benefits. |
| Please describe how this proposal does not impact people due to their sex | |

Protected Characteristic - Gender Reassignment

| | |
|---|--|
| Does this proposal impact people who are proposing to undergo, undergoing or have undergone a process to reassign one's sex as per the Equality Act 2010? | No |
| Please describe any potential impact to the gender reassignment characteristic | |
| How could you mitigate against any negative impact to the gender reassignment characteristic? | |
| Please describe how this proposal does not impact people due to gender reassignment | There is no data that indicates those undergoing gender reassignment might experience additional positive or negative benefits from accelerating the ECO and GBIS schemes. |

Protected Characteristic - Marriage and Civil Partnership

| | |
|--|---|
| Does this proposal impact people who are married or in a civil partnership as per the Equality Act 2010? | No |
| What legal marital or registered civil partnership status will be impacted by this proposal? | |
| Please describe any potential impact to the marriage and civil partnership characteristic | |
| How could you mitigate against any negative impact to the marriage and civil partnership characteristic? | |
| Please describe how this proposal does not impact | There is no data that indicates that people who are married might experience additional positive or negative benefits from accelerating the ECO and GBIS schemes. |



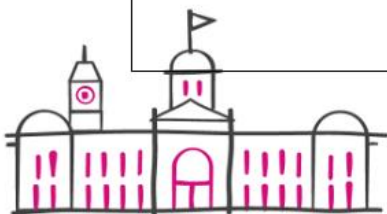
people who are married or in a civil partnership

Protected Characteristic - Pregnancy and Maternity

| | |
|--|---|
| Does this proposal impact people covered by the Equality Act 2010 under the protected characteristic of pregnancy and maternity? | No |
| Please describe any potential impact to the pregnancy and maternity characteristic | |
| How could you mitigate against any negative impact to the pregnancy and maternity characteristic? | |
| Please describe how this proposal does not impact people who are covered by the pregnancy and maternity characteristic | There is no data that indicates that pregnant women might experience additional positive or negative benefits from accelerating the ECO and GBIS schemes. |

Protected Characteristic - Ethnicity and Race

| | |
|--|--|
| Does this proposal impact people due to their race as per the Equality Act 2010? | Yes |
| What ethnic groups would be impacted by this proposal? | ["Bangladeshi", "Chinese", "Indian", "Pakistani", "Other Asian", "African", "Caribbean", "Black British", "Other Black", "Arab", "Latin American", "Irish", "Central and Eastern Europe", "Western and Southern Europe"] |
| Please describe any potential impact to the ethnicity and race characteristic | UK government data suggests Mixed White and Black Caribbean (13%), Bangladeshi (10%), Black African (9%) and Pakistani (8%) households were more likely to have damp problems than White British households (3%). A higher proportion of people in all minority ethnic groups have high relative housing costs compared to white British people, DESNZ data suggests ethnic minorities are 8% more likely to be fuel poor. The Health Foundation suggests over a fifth (22%) of people from black, black British, Caribbean or African groups as well as people from 'other' ethnic groups spend more than a third of their income on housing. This is also the case for 16% of people from mixed or multiple ethnic groups and 14% for people from Asian or Asian British groups. This compares to only 8% of white people. Furthermore cases like Grenfell and the case of Awaab Ishaak provide stark examples of the impact of housing inequality for ethnic minorities, both in their relations with |



| | |
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| | social housing providers and the wider outcomes of discrimination. In the case of Awaab Ishaak, the impact of cold and damp within the home on his health was ignored by his social housing provider, these issues led to his death. |
| How could you mitigate against any negative impact to the ethnicity and race characteristic? | Ensure that schemes are promoted through appropriate community groups within Wards with higher concentrations of ethnic minority households in order to build confidence. Translate literature into community languages and ensure minority groups have somewhere to go to ask questions regarding each scheme. This may involve training individuals within local communities to provide IAG regarding the benefits of both ECO and GBIS. |
| Please describe how this proposal does not impact people due to their race | |

Protected Characteristic - Religion or Beliefs

| | |
|---|---|
| Does this proposal impact people's religion or beliefs as per the Equality Act 2010? | No |
| What religions could be impacted by this proposal? | |
| Please describe any potential impact to the religion or beliefs characteristic | |
| How could you mitigate against any negative impact to the religion or beliefs characteristic? | |
| Please describe how this proposal does not impact people due to their religion or beliefs | There is no data that indicates that people of differing faiths might experience additional positive or negative benefits from accelerating the ECO and GBIS schemes. |

Protected Characteristic - Sexual Orientation

| | |
|---|----|
| Does this proposal impact people's sexual orientation as per the Equality Act 2010? | No |
| What sexual orientations may be impacted by this proposal? | |
| Please describe any potential impact to the sexual orientation characteristic | |
| How could you mitigate against any negative impact | |



| | |
|--|---|
| to the sexual orientation characteristic? | |
| Please describe how this proposal does not impact people due to their sexual orientation | There is no data that indicates that people of differing sexual orientation might experience additional positive or negative benefits from accelerating the ECO and GBIS schemes. |

Monitoring

| | |
|---|--|
| How will you ensure any adverse impact and mitigation measures are monitored? | We will ensure that the findings of this EIA are incorporated into our teams thinking so that any communications and awareness raising through digital and physical marketing, or any provision of retrofit IAG to residents considering or undergoing retrofit are fully accessible and targeted at groups most likely to be in need of energy efficiency measures. Furthermore, we will support relevant local community groups to develop awareness and trust and to support residents. |
| Please enter the email address for the officer responsible for monitoring impact and mitigation | richard.labran@birmingham.gov.uk |



| | | | | |
|---|------------------------|--|---------------------------|---|
| Project Title: Upscale of the ECO4 & GBIS scheme | | | | |
| Department: City Housing | | Team: Modernisation and Strategy | | Person Responsible for assessment: Richard Labran |
| Date of assessment: 30/04/2024 | | Is it a new or existing proposal? New | | |
| Brief description of the proposal: Scaling up retrofit through Energy Company Obligation 4 (ECO4) and future iterations as well as the Great British Insulation Scheme (GBIS). The council will procure delivery partners to accelerate the retrofit of properties cross tenure to support our Net Zero ambitions. | | | | |
| Potential impacts of the policy/development decision/procedure/ on: | Positive Impact | Negative Impact | No Specific Impact | What will the impact be? If the impact is negative, how can it be mitigated, what action will be taken? |
| Natural Resources- Impact on natural resources including water, soil, air | X | | | This scheme can significantly reduce energy demand by making buildings more energy efficient. This leads to a decrease of demand and extraction of non-renewable resources for energy production. The scheme will also lead to the decrease of air pollution from the production of energy and the consumption of energy (during construction there could be a temporary increase of air pollution due to the installation process this will be on a household/neighbourhood level. |
| Energy use and CO ₂ emissions | X | | | This scheme can significantly reduce carbon emissions by improving the efficiency of houses. This is achieved through installing measures that insulate the houses properly and installing energy efficient/improving measures such as EPC A rated boilers, PV panels, high heat retention storage heaters. The reduction of energy usage lessens the demand for non-renewable energy sources, which in turn decreases carbon emissions. |

| | | | | |
|--|---|--|---|--|
| Impact on local green and open spaces and biodiversity | | | X | |
| Use of sustainable products and equipment | X | | | The scheme has a focus on using sustainable products and equipment. A well-insulated house that uses air source heat pumps using electricity generated from PV can significantly reduce the dependency on non-renewable resources. If a house's inefficient storage heaters are upgraded to high heat retention storage heaters it would not only improve energy efficiency but also allow longer heat storage due to its extra layer of insulations. An important measure of the scheme is advance heating controls that can provide a better control over energy consumption and lower the carbon emission a household produces. |
| Minimising waste | X | | | This scheme revolves around the idea of improving current housing structures instead of building new ones, which reduces the amount of construction waste generated. |
| Council plan priority: a city that takes a leading role in tackling climate change | X | | | Birmingham City Council, owning the largest housing stock in the country, can have a significant impact on housing retrofit. BCC has the ability to lead by example, implementing sustainable and energy-efficient practices in retrofitting the current housing stock. This can decrease the city's carbon footprint and position Birmingham as a leader in climate change mitigation. |
| Overall conclusion on the environmental and sustainability impacts of the proposal | Overall, the proposed scheme has multiple positive environmental and sustainability impacts. By making buildings more energy-efficient, the scheme significantly reduces both energy demand and the extraction of non-renewable resources. It also decreases air pollution from energy production and consumption. The scheme's focus on retrofitting existing structures reduces construction waste. By implementing sustainable practices in retrofitting housing, Birmingham City Council can significantly impact housing retrofit, reduce the city's carbon footprint, and position Birmingham as a leader in climate change mitigation. | | | |

If you require assistance in completing this assessment, then please contact: ESAGuidance@birmingham.gov.uk

Appendix 3 - Procurement Strategy for an Approved Installer List in relation to Scaling up Retrofit through Energy Company Obligations (ECO) and the Great British Insulation Scheme (GBIS)

1. Executive Summary

To obtain approval of the procurement strategy to proceed with the procurement for an approved installer list in relation to scaling up retrofit through ECO and GBIS funding opportunities.

The procurement will be undertaken as a services concession contract subject to the Concession Contract Regulations 2016.

The approved installer list will be in place for a period of 17 months with the option to extend up to a further three years. The contract period and extension has been determined around the funding profile for the ECO and GBIS schemes.

The estimated value of the contract is based on anticipated turnover of the approved installers as a result of the contract and has been estimated at £60million per annum or £265million for the duration of the contract including extension.

2. Background

Energy Company Obligation (ECO)

The Energy Company Obligation (ECO), first introduced in 2013, is an energy efficiency scheme that places legal obligations on energy suppliers to deliver energy efficiency measures to domestic premises. The fourth wave of the scheme (ECO4) covers the period from 27 July 2022 to 31 March 2026 and has a value of £1 billion per year.

Compared to previous waves, ECO4 focusses on improving the least energy efficient homes, as only properties in EPC band D-G can be treated. It also requires a more complete upgrade of those homes, shifting to a fabric-first multi-measure whole-house retrofit approach with the aim of encouraging the installation of insulation, renewables, and district heating connections, as well as upgrading inefficient heating systems.

Although the current ECO4 scheme runs until March 2026, there are early indications that the scheme will be extended to ECO5 and maybe an ECO6 version.

Great British Insulation Scheme (GBIS)

The Great British Insulation Scheme is a new government energy efficiency scheme (formerly known as ECO+) that will be administered by Ofgem. It is designed to deliver improvements to the least energy-efficient homes in Great Britain to tackle fuel poverty and help reduce energy bills.

The scheme complements the Energy Company Obligation (ECO) scheme, yet unlike ECO4's 'whole house' approach, this scheme will mostly deliver single insulation measures.

As well as supporting low-income and vulnerable households, it will also be available to those living in homes with an Energy Performance Certificate rating of D-G, and within Council Tax bands A-D in England and A-E in Scotland and Wales.

The scheme will work by placing an obligation on medium and large energy companies to deliver measures that result in reduced energy usage. It is intended to run from around April 2023 until March 2026.

2.1 Background

The Council currently relies on Social Housing Development Funding to fund retrofit measures. The Council applies for the funding and then utilises current contractors or procures a solution for contractors to deliver retrofit improvements to the Council's housing stock.

Through the Energy Company Obligations programme there is significant opportunity to increase fully funded investment into retrofitting the most inefficient homes of all tenures across the city. Whilst largely an opportunity for private households, there is potential to also leverage funding to support retrofit of council and other social homes, reducing the demand on the Housing Revenue Account (HRA).

With ECO and GBIS the installers are required to deliver the retrofit improvement measures and apply for the funding to the relevant organisations/body, without any involvement from the Council.

The Council is now seeking to adopt an approach recently taken by the Greater Manchester Combined Authority (GMCA) to facilitate an increase in the number of properties which can be benefited through the scheme and to generate revenue to the Council. The revenue will be used to cover the Council's costs to target and promote ECO and GBIS funded measures in Birmingham, verifying household eligibility, signing declarations, notifying Ofgem, and liaising with DESNZ.

2.2 Service Requirements

The Council is looking to appoint up to a maximum of five installers to an approved list who will be able to conduct the retrofit installations during the contract period.

The Council will be looking for retrofit improvements to be delivered to approx. 3,000 homes per annum.

It is anticipated that an area approach will be taken with each installer being responsible for a section of the city.

The services required relate to all eligible tenures.

Installers will be required to market, develop, deliver, and manage a holistic service (from application to completion) for households that includes:

- sourcing of funding and utilisation of those funds
- property identification and lead generation
- householder engagement and referral
- checking eligibility against the Council's LA Flex statement of intent, as published online.
- providing the necessary documents (e.g., on household eligibility evidence) to enable the Council to sign declarations.
- assisting the Council in responding to any queries raised by Ofgem.
- PAS2035 compliant Retrofit Advice, Assessment, Design, Co-ordination and Evaluation

- supply chain engagement and procurement (if required)
- installation of measures and Quality Assurance
- notifying Ofgem after installation of measures
- post-works customer care
- administration and management.

The successful installers must be able to provide all these services in house or via their pre-existing supply chain partners.

The retrofit measures that are expected to be delivered by successful installers include, but are not limited to; insulation works, low carbon heating systems, renewable energy installations, heating system upgrades and repairs, glazing and doors, draught proofing, flood risk appropriate measures (e.g., suitable insulation for properties at risk of flooding) and other associated enabling or 'trigger point' building works.

The successful installers will also need to provide a customer helpline, website, as well as social media presence.

2.3 Outcomes Expected

The following outcomes are anticipated over the life of the contract as a result of the proposed procurement process to be carried out:

- 3000 homes per annum have measures installed which improves their EPC rating
- Resident fuel bill reduction
- Reduction in energy consumption
- Reduction in carbon emissions
- Reduce health issues through causes such as damp and mould
- Create warm, dry homes
- Annual private investment into the City's housing stock
- Revenue stream to the Council

2.4 Market Analysis

There is already an established market of ECO installers across the country. However, there is a recognised capacity issue in terms of skills and resources to deliver retrofit measures. The Council is working with training providers and the supply chain to work towards increasing supplier capacity to meet demand.

The Council have held initial conversations with a number of installers to ascertain the level of interest in the procurement opportunity, to glean market intelligence and to test the Council's ideas. The organisations engaged to date have expressed significant appetite to work in partnership with the Council.

The Council will be looking to work with installers who can deliver all retrofit measures required rather than smaller organisations who may only deliver one type of retrofit measures, offering a one stop shop to households.

Further conversations have also taken place with GMCA in regards the interest and outcome of their recent procurement activity for a similar scheme.

A formal market engagement event will take place in advance of commencing any procurement activity.

3. Strategic Procurement Approach

3.1 Options

The following options were considered:

- Option 1 – Do nothing – This has been discounted on the basis that the Council's involvement will help facilitate delivery of more households receiving retrofit improvement measures. The energy companies and installers are unable to build trust to the level that the Council working in partnership with community groups is able.
- Option 2 - Use a collaborative framework agreement. This option is discounted as there are no collaborative framework agreements in place that meet the Council's requirements.
- Option 3 – Carry out a competitive tender exercise inviting tenderers to bid to be appointed to an approved installer list under a concession arrangement. The procurement process can be structured to best meet the Council's needs and priorities. The initial market testing has identified that the supply market has the capacity and capability to undertake this type of work and suppliers are interested in performing the services. This is the recommended option.

3.2 Duration and Advertising Route

The contract will be awarded for a period of 17 months with the option to extend up to a further three years and will be advertised on Find a Tender Service, Contracts Finder and on In-tend, the Council's eTendering portal.

3.3 Sourcing Strategy

The Council is looking to appoint a maximum number of installers to the approved list who will be able to conduct the retrofit installations during the contract period. It is anticipated that an area approach will be taken with each installer being responsible for a section of the city.

3.4 Procurement Route

The opportunity will be tendered as a concession opportunity. Having calculated the estimated value in accordance with the Concession Contract Regulations 2016 the Council has determined the estimated value of the contract to be £265million. This is above the current threshold for concession contracts which is £5,372,609.

The opportunity will be offered to the open market and will be based on a single stage procedure.

4. Evaluation Criteria

Bids will be assessed in accordance with the evaluation criteria set out below.

Appointment to the approved installer list will be awarded based on the Most Economic Advantageous Tenders (MEAT) received. This will consist of quality, social value and price criteria.

Evaluation will consist of the following stages.

- Stage 1 – Selection Criteria

- Stage 2 – Award Criteria

4.1 Selection Criteria

Bidders responses will be assessed against the selection criteria, in response to the questions set out in the Selection Questionnaire. Any bidder failing to achieve any element of these selection questions may be excluded from the process and the remainder of their submission will not be evaluated.

| Criteria | Evaluation |
|--|------------------|
| Company Information and Bidding Model | Information only |
| Grounds for Mandatory Exclusion | Pass / Fail |
| Mandatory and discretionary grounds relating to the payment of taxes and social security contributions | Pass / Fail |
| Grounds for Discretionary Exclusion | Pass / Fail |
| Economic and Financial Standing | Pass / Fail |
| Technical and Professional Ability | Pass / Fail |
| Insurance | Pass / Fail |
| Data Protection | Pass / Fail |
| Cyber Security | Pass / Fail |
| Health & Safety | Pass / Fail |
| Certifications / Accreditations | Pass / Fail |
| Safeguarding | Pass / Fail |
| Equality | Pass / Fail |
| Declaration | Pass / Fail |

Bidders will be required to pass Stage 1 in order to progress to Stage 2. The Council will reject a submission which is awarded a 'fail' in any of the pass/fail criteria.

4.2 Award Criteria

Tenders will be evaluated against the award criteria using quality, social value and price criteria in accordance with a pre-determined evaluation model.

The quality element will account for 55%, social value 15% and price 30%.

The quality, social value and price balance has been established having due regard to the corporate document 'Evaluating Tenders' which considers the complexity of the services to be provided and the degree of detail contained within the contract specification.

The Council will reject a submission which:

- Is awarded a 'fail' in the pass/fail criteria
- Scores 'zero' or 'one' against any quality or social value qualitative question

Evaluation of award criteria will consist of both pass/fail and scored criteria as set out below.

| Criteria | Weighting % | Sub-weighting % |
|---------------------|-------------|-----------------|
| Living Wage | | Pass/Fail |
| Evidence of Funding | | Pass/Fail |

| | | |
|---|-----------------------------------|------|
| Safeguarding | Pass/Fail | |
| Declarations | Pass/Fail | |
| Quality | 55% | |
| Maximising the Opportunity | 9% | |
| | Pipeline Generation | 100% |
| Delivery | 18% | |
| | Approach and Resources | 55% |
| | Project Plan | 25% |
| | Financially Sustainable | 20% |
| | | 100% |
| Customer Engagement | 28% | |
| | Retrofit Measures | 40% |
| | Customer Journey | 40% |
| | Customer Enquiries and Complaints | 20% |
| | | 100% |
| Social Value | 15% | |
| Social Value Qualitative response | 7.5% | |
| | Local Employment | 40% |
| | Buy Local | 25% |
| | Partners in Communities | 15% |
| | Green and Sustainable | 20% |
| | | 100% |
| Social Value Quantitative response | 7.5% | |
| | BBC4SR Action Plan | 100% |
| Price | 30% | |
| | Fee amount | 30% |

Price

The Council is looking to secure an annual fee from each installer. The fee has been separated into bands, dependent upon the number of properties forecasted to be delivered within the year. Each fee band has been allocated a fixed weighting, with a higher weighting attached to a larger number of properties delivered and consequently a higher fee amount.

This fee will be used to cover the Council's costs in targeting and promoting ECO and GBIS funded measures in Birmingham, verifying household eligibility, signing declarations, notifying Ofgem, and liaising with DESNZ.

The fee will be paid annually in advance and is non-refundable. The fee is based on the number of properties completed in the subsequent period funded through ECO and GBIS. This relates to all properties completed by the delivery partner including ECO and GBIS, regardless of whether declarations are required.

Overall Evaluation

The overall weighted Quality, Social Value and price scores for each tender will be added together to produce an overall combined total score. The scores for each tender will be ranked. The top four highest scoring submissions will be recommended for acceptance. The fifth highest scoring submission will be recommended for acceptance where the number of properties committed by the top four is below 3000 per annum.

For the avoidance of doubt, whilst the Council intends to appoint the four highest scoring compliant bidders, should fewer than four bidders successfully pass the requirements of this ITT, the Council reserves the right to appoint only the three highest scoring compliant bidders to the Approved Installer List.

4.3 Evaluation Team

The evaluation of submissions will be undertaken by officers from City Housing, drawing in resource from other areas of the Council, as applicable. The evaluation process will be supported by the Commercial and Procurement Services team.

5. Procurement Timetable

The anticipated timetable for the procurement has been set out below.

| Procurement Phase | Anticipated Date |
|--|----------------------------|
| Publication of advertisement | 05/07/2024 |
| Issue tender document pack | 05/07/2024 |
| Clarification questions to be submitted by | 01/08/2024 |
| Clarification responses to be issued by | 02/08/2024 |
| Tender submission deadline | 12:00hrs (noon) 09/08/2024 |
| Evaluation Period | 12/08/2024 - 30/08/2024 |
| Internal Governance | 18/09/2024 |
| Notification to Bidders | 20/09/2024 |
| Standstill Period | 21/09/2024 - 30/09/2024 |
| Contract Commencement Date | 01/11/2024 |

6. Service Delivery Management

6.1 Contract Management

The contracts will be managed operationally by the Housing Strategy and Enabling team.

The following will be monitored at contract review meetings:

- Number of applications received
- Applications processed
- Assessments completed
- Installations completed (properties and measures)
- Complaints/Issue received and resolved within timescales

7. Compliance Issues

7.1 BBC4SR

Commitments will be sought in accordance with the BBC4SR. Bidders will be required to submit an action plan with their tender that will be evaluated in accordance with the scoring

methodology in the tender document pack and the action plan of the successful tenderers will be implemented and monitored during the contract period.

7.2 Safeguarding

This service has been assessed as having safeguarding requirements due to direct contact with the general public. The required standard of safeguarding will be achieved by applying the Council's tier 2 safeguarding requirement for suppliers and evaluating competency of installers.

7.3 Information Management / Data Protection

The 3rd Party Data Protection and Cyber Security Requirements will be secured by requiring installers to achieve the Council Level 1 requirements for both 3rd Party Data Protection and Cyber Security.

The tender document pack will include a Data Sharing Agreement in the contract terms and conditions.

Social Value Rationale

| |
|---|
| Social Value Rationale |
| Title of Commissioning / Procurement project: Approved Installer List in relation to Scaling up retrofit through Energy Company Obligation (ECO) and Great British Insulation Scheme (GBIS) |
| Project details: Secure retrofit delivery partners to scale up the delivery of the Energy Company Obligations (ECO) and Great British insulation Scheme (GBIS) to deliver our ambition of installing energy efficiency measures to up to 3000 homes per year. |
| Contract value (total contract): £265,000,000 (including extension(s)) |
| Estimated award date: Please see the procurement timetable at section 5. |
| Duration of the Contract: 17 months with the option to extend up to a further three years. |
| Main element of contract: Services |
| Market dynamics: Larger sized organisations with scope to incorporate social value commitments. |
| Total Social Value Weighting: 15% |
| Qualitative / Quantitative split: 7.5% / 7.5% |
| Reasons for which themes are to be prioritised: It is anticipated that outcomes from the following four themes can be achieved as a result of contracts agreed. |
| Sub-weighting of the Themes: |
| <p>Local Employment: 40% Seeking commitments which:</p> <ul style="list-style-type: none"> • Create employment and training opportunities for local residents, targeting areas of high unemployment and groups facing disadvantage, including people with disabilities through activities such as work experience placements, apprenticeships, internship and mentoring. • Seek opportunities to work with schools and colleges to help to ensure that the local young people are equipped with the right skills to match the requirements of the labour market. For opportunities relating to the Built Environment work with the Building Birmingham Academy at the Council. |
| <p>Buy Local: 25% Seeking commitments which:</p> <ul style="list-style-type: none"> • Commitments to support the local economy by choosing suppliers close to the point of service delivery. • Use Find it in Birmingham as the primary method of sourcing suppliers for contracts in Birmingham, increasing the accessibility of opportunities to local businesses throughout the supply chain. • Where possible, commitments to make use of small, medium enterprises (SMEs) and/or social enterprises in the delivery of the works and services. |
| <p>Partners in Communities 15% Seeking commitments which:</p> <ul style="list-style-type: none"> • Support community projects through the Match my project portal, a minimum of one project per year, but additional support may be offered as appropriate through the portal. • Provide support and/or work with third sector organisations, particularly those organisations working to promote and support retrofit as well as tackling fuel poverty. |
| <p>Green and Sustainable: 20% Seeking commitments which:</p> |

- Reduce the carbon footprint, showing awareness of main impacts on carbon emissions including the indirect carbon used in manufacturing processes and the direct impact of operations and logistics (scope 1, 2 and 3 emissions).
- Eliminate unnecessary waste by adopting the "reduce, reuse, recycle" philosophy.
- Be a good neighbour, minimise negative local impacts (noise, air quality).
- Protect the environment and minimise adverse impacts and instil this approach throughout the supply chain.