

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.

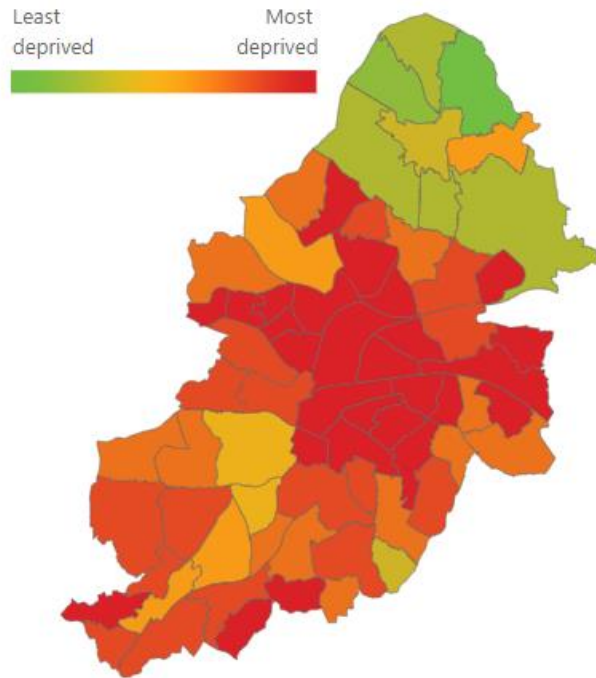
Birmingham’s connectedness is unparalleled and High Speed 2 will cement the city’s excellent transport connections and unlock major development opportunities within and beyond the city. Along with the extension of Metro, re-opening of the Camp Hill Chords, and new cycle lanes, improvement of public transport 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.

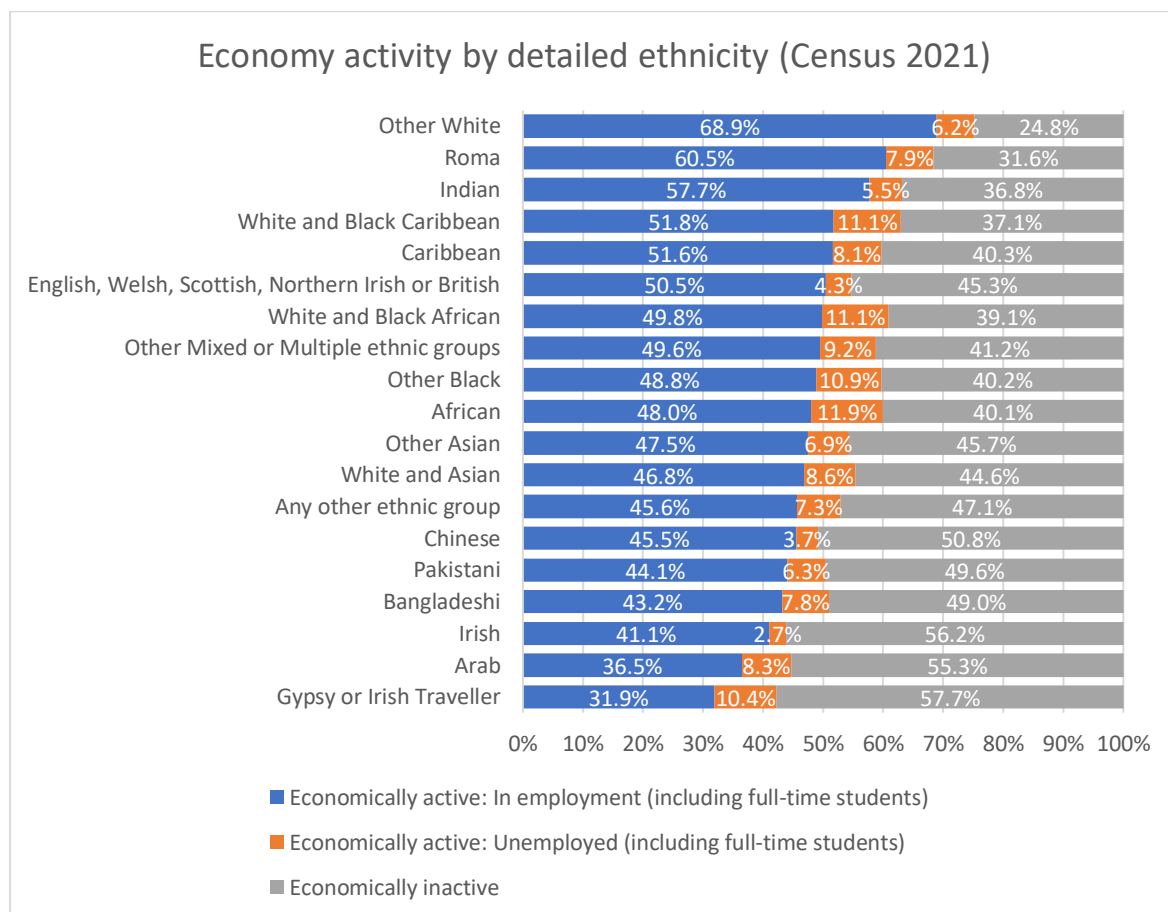
Overcrowding is an issue, Birmingham has the highest percentage of households (9.4%; 39,625) with fewer bedrooms than required across all the core cities in England and Wales. Overcrowding is particularly prevalent amongst minority ethnic communities; over a quarter of Asian households (26.0%) and 19.8% 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.

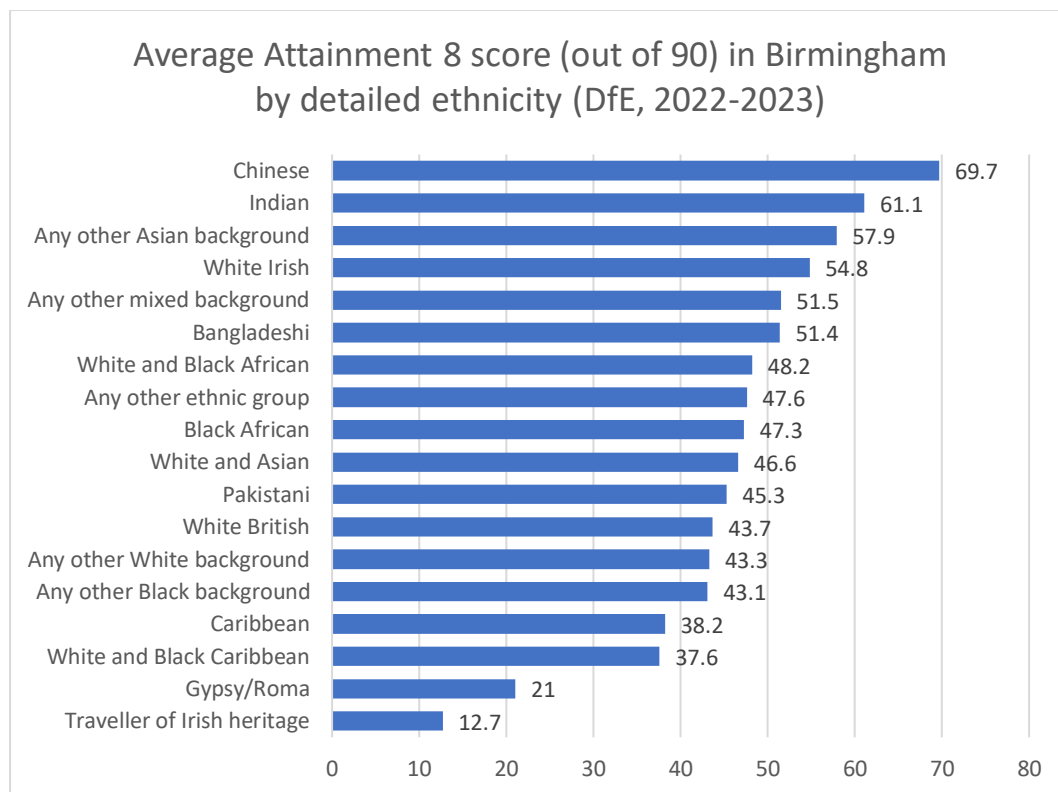
Birmingham has a comparatively high claimant unemployment rate. At 8.9% in April 2024, Birmingham’s 16-64 claimant unemployment rate is the highest of the core cities, significantly above the core city average of 5.7%. The communities experiencing the highest levels of unemployment (according to Census 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

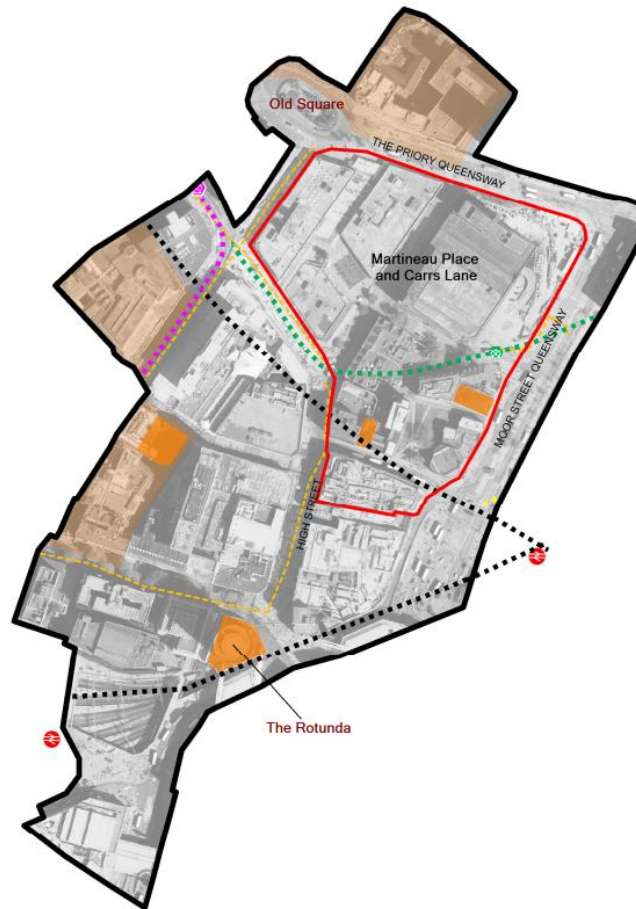
Key infrastructure requirements

- 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



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

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



NORTH

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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, Duddeston and Heartlands.
- There is an opportunity for an enhanced open space at the centre of the four schools in the Duddeston 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 Duddeston 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.

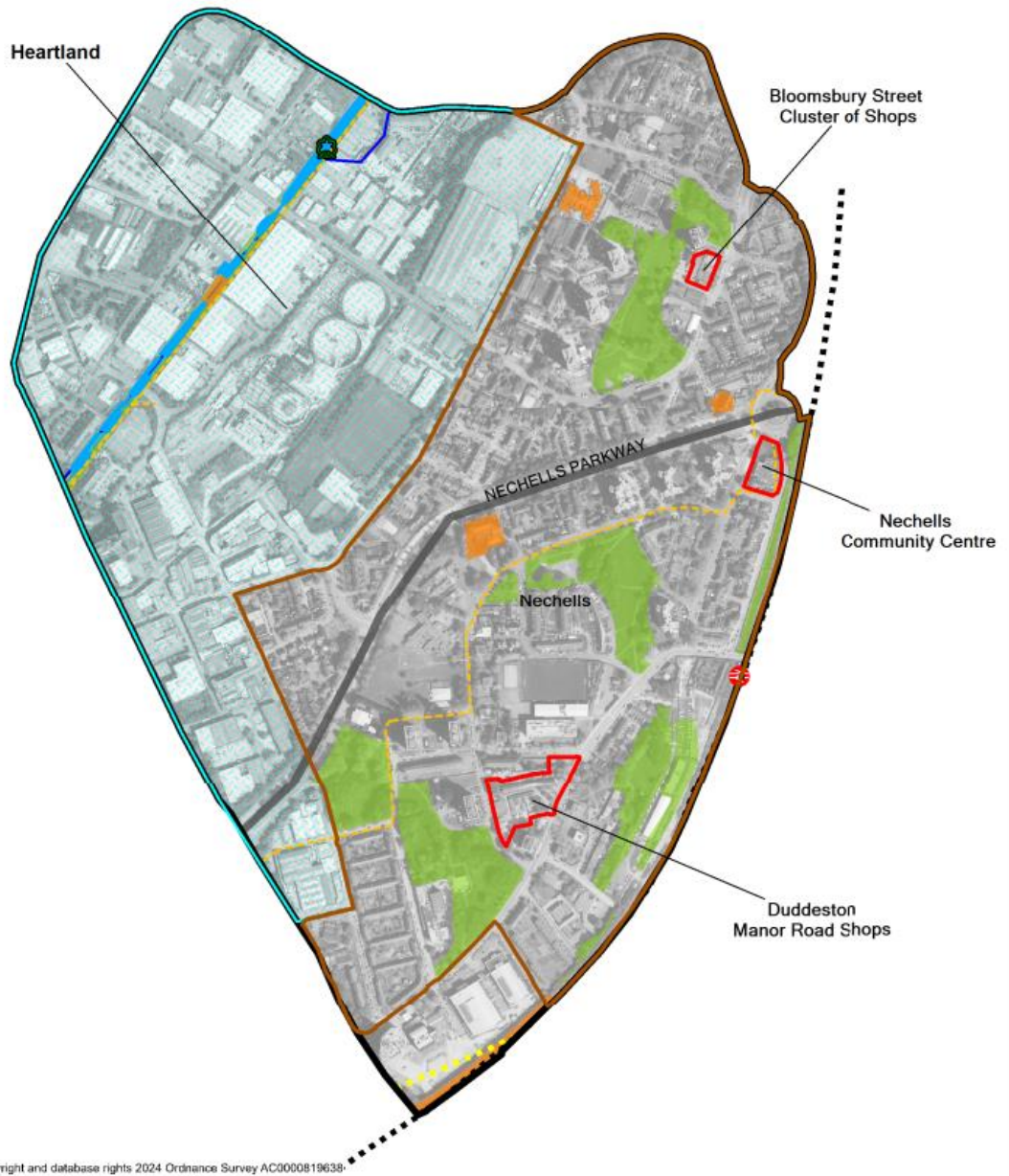
Key infrastructure requirements

- Investment in Duddeston 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. Duddeston 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	

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		Metro Extension and Stops
	Site Allocations		Canal		Cycle Routes
	Statutorily Listed Buildings		Watercourse		Major Highway
	Public Green Space		HS2		

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.

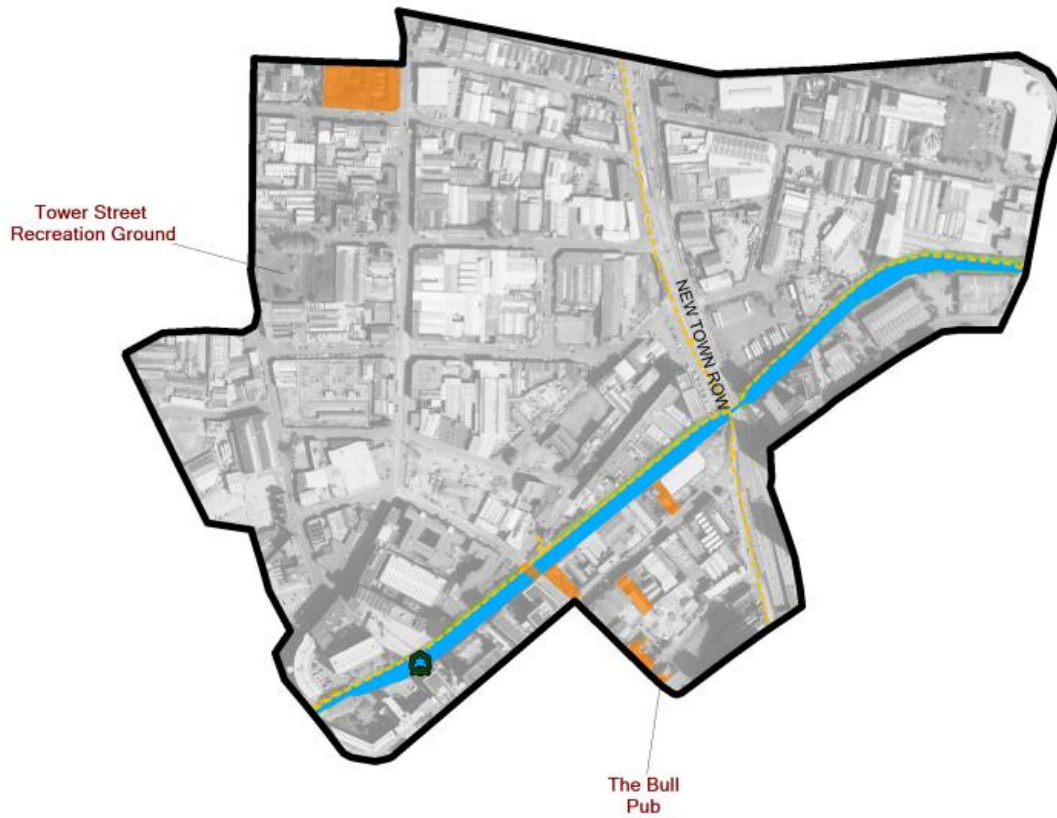
Proposed site allocations within Gun Quarter Growth Zone

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.

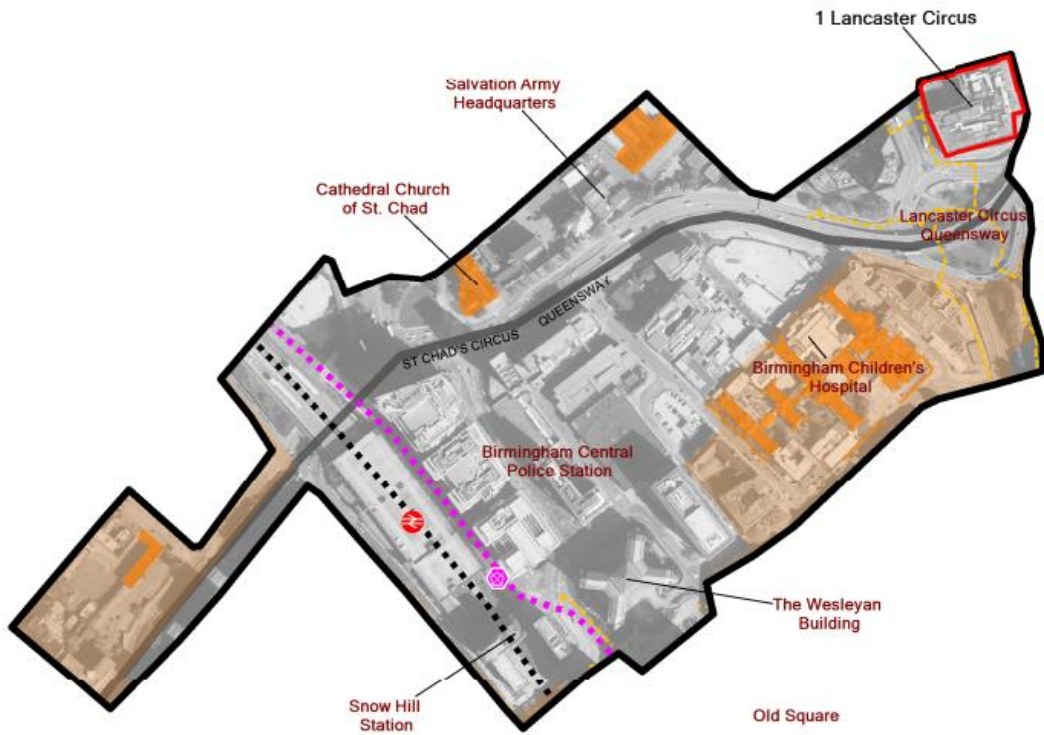
Key infrastructure requirements

- 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.

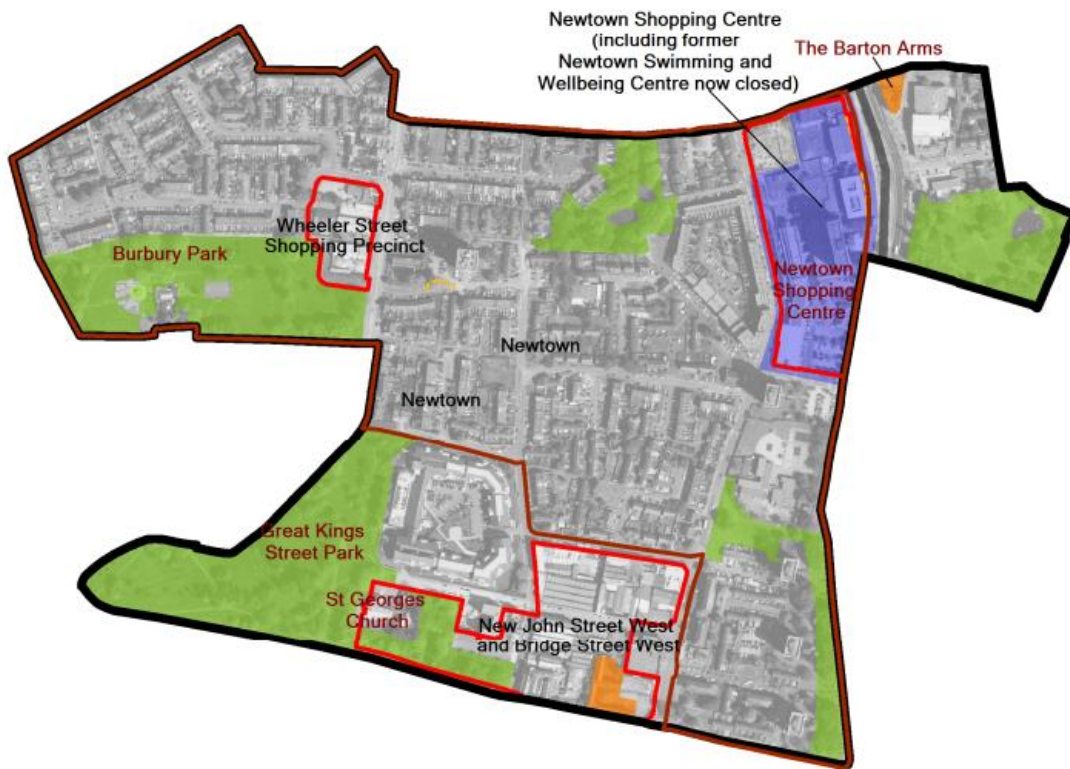
Key infrastructure requirements

- 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

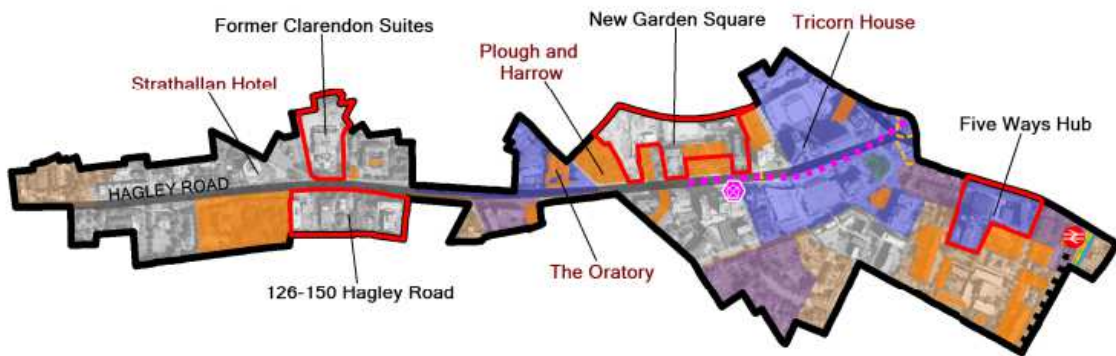
- Green Connectivity Improvements to support delivery of the Chad Brook Way across the Hagley Road at the junction of Chad Road and Monument Road, to increase permeability and encourage modal shift to walking and cycling between Edgbaston Reservoir and Edgbaston Cricket Ground.

- 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 Local Centre - Ivy Bush		
	Conservation Areas		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.

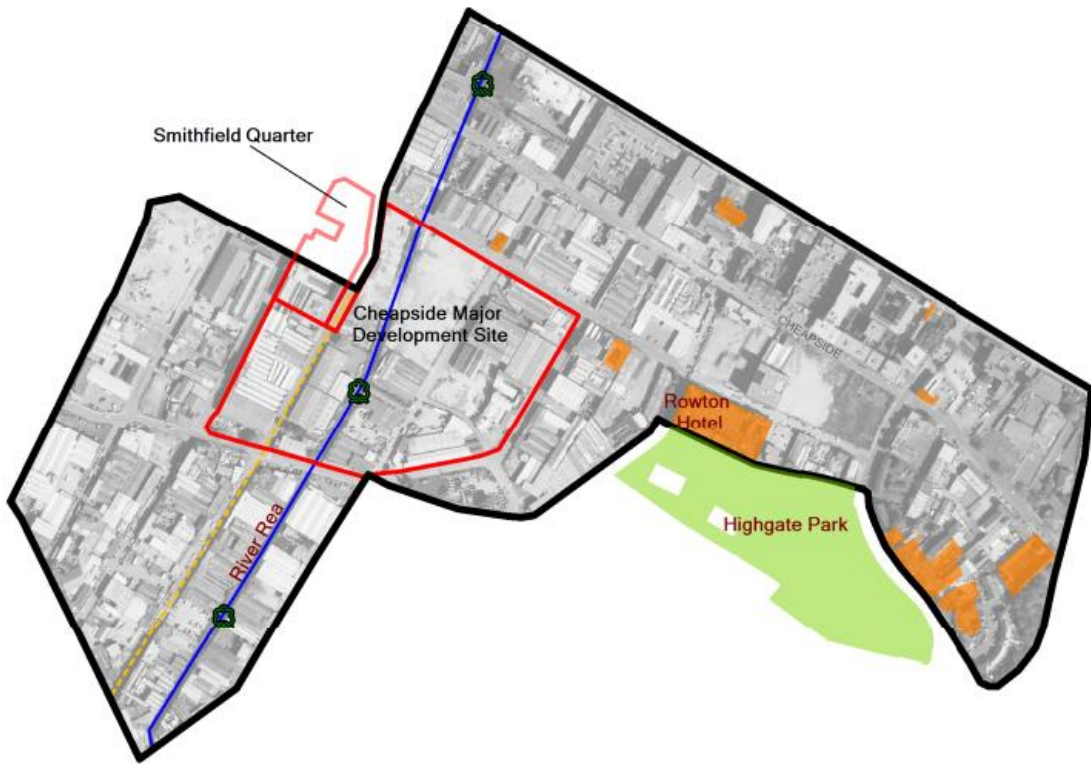
Key infrastructure requirements

- 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.

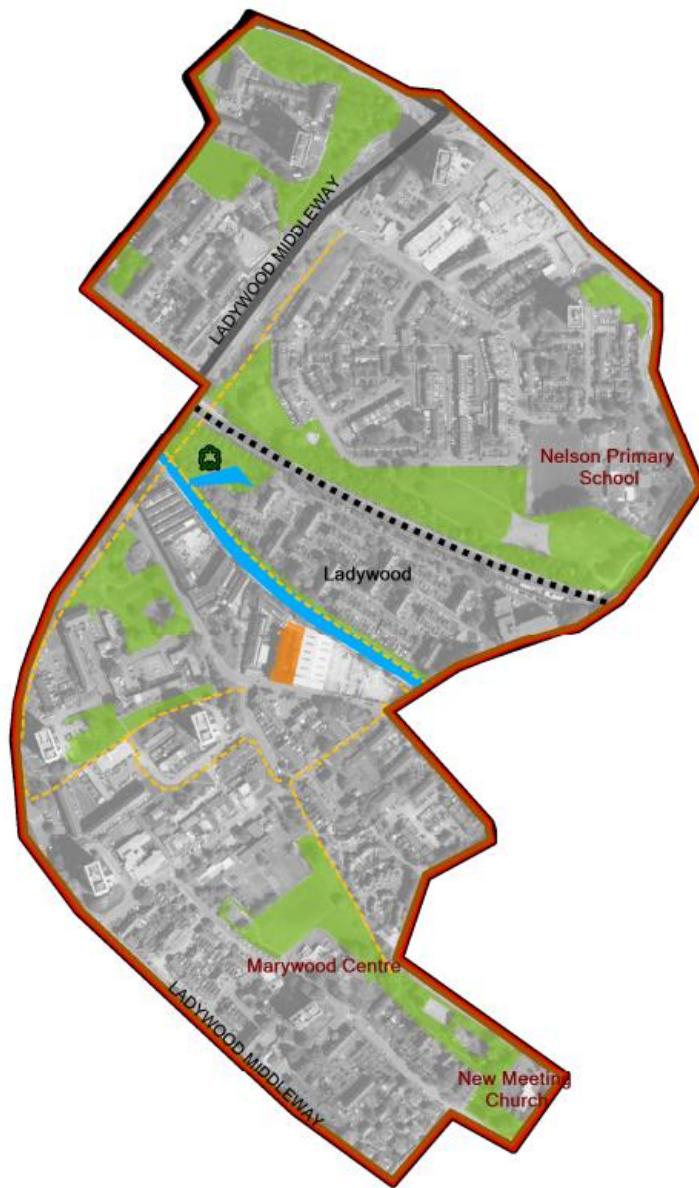
Key infrastructure requirements

- 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. Duddleston 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.

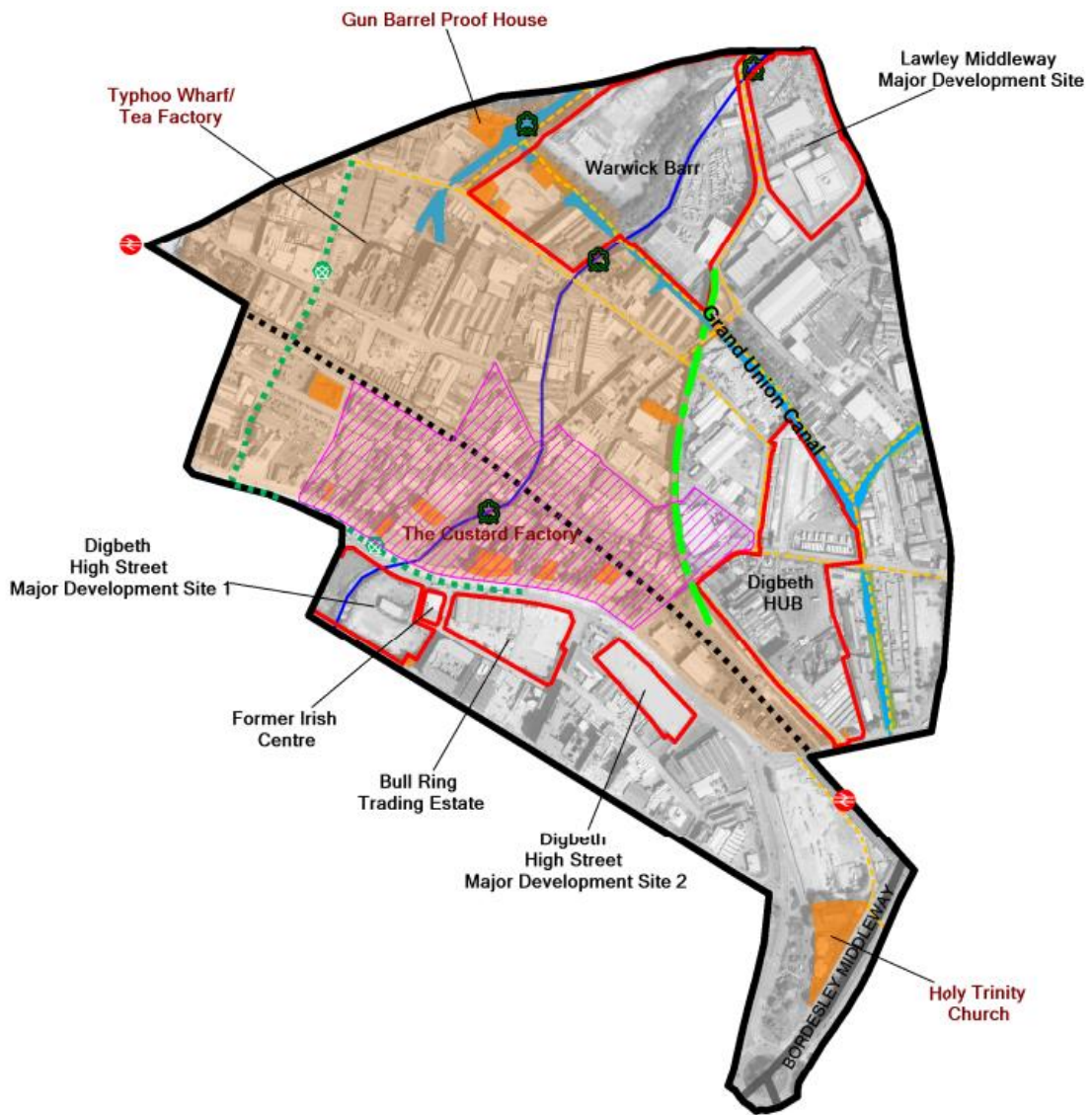
Key infrastructure requirements

- 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



NORTH
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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		Conservation Areas
	Site Allocations		Statutorily Listed Buildings
	Housing Action Areas		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



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KEY

	Growth Zone Boundary		Conservation Areas		Station
	Site Allocations		Statutorily Listed Buildings		Rail Line
	Housing Action Area		Public Green Space		Cycle Routes
	Local Centre		Watercourse		Nature Recovery Network - Core Habitat Zone
	Core Industrial Areas				

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.

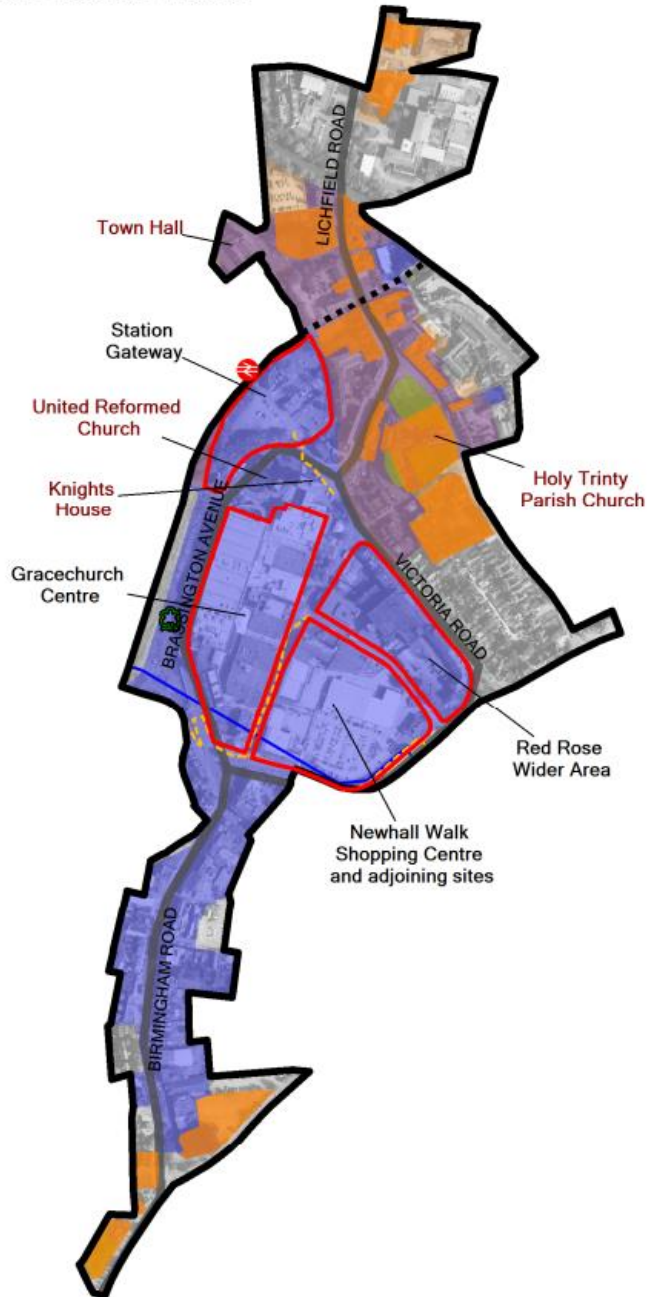
Key infrastructure requirements

- 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



NORTH
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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.

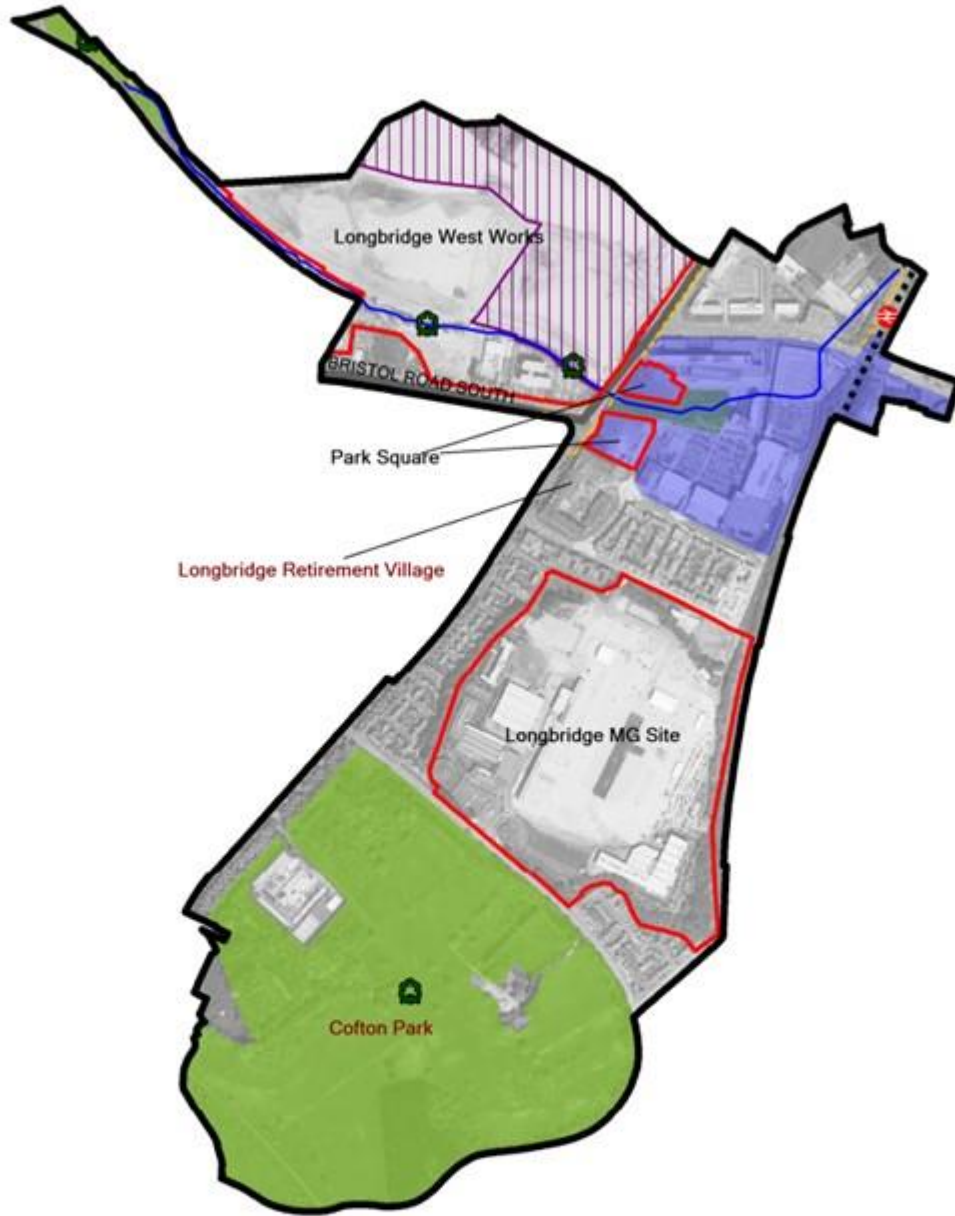
Key infrastructure requirements

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.

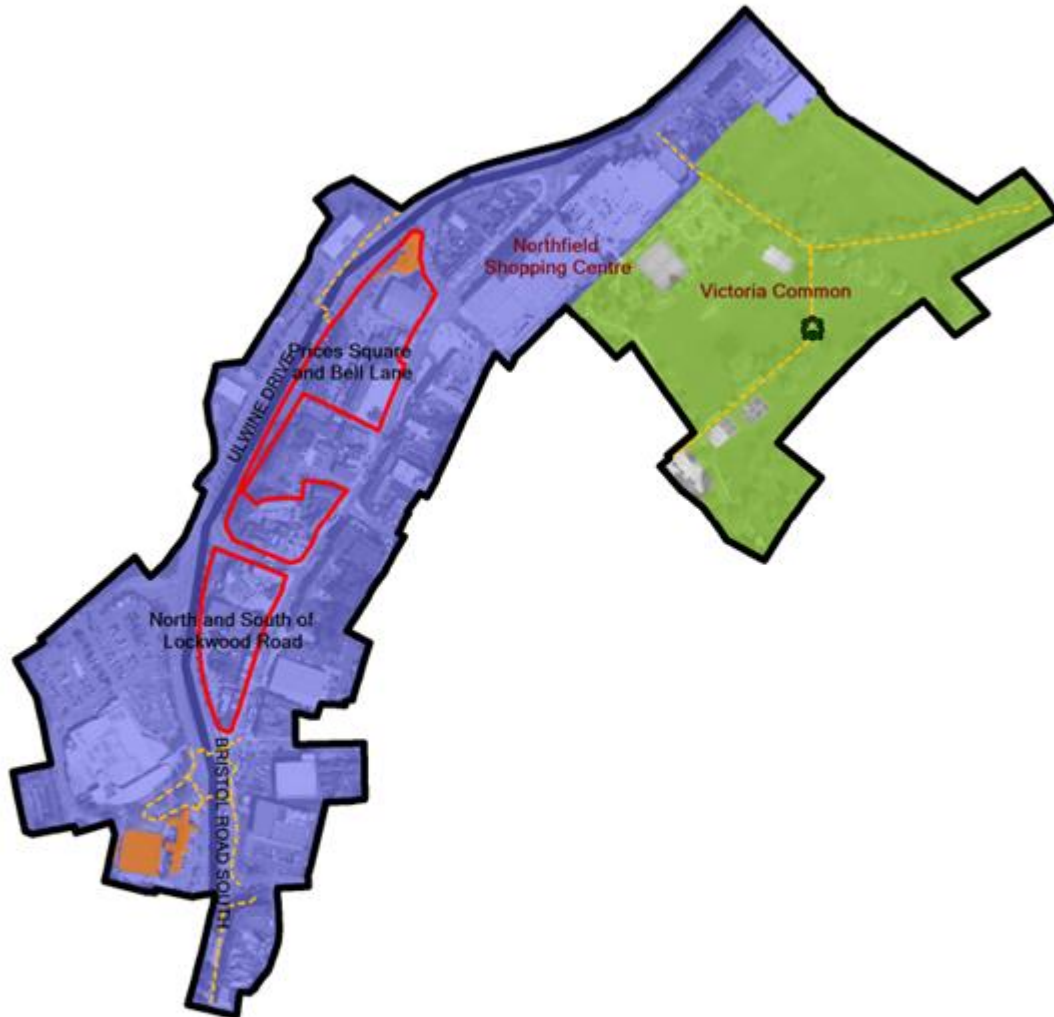
Key infrastructure requirements

- 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 |
| Statorily 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.

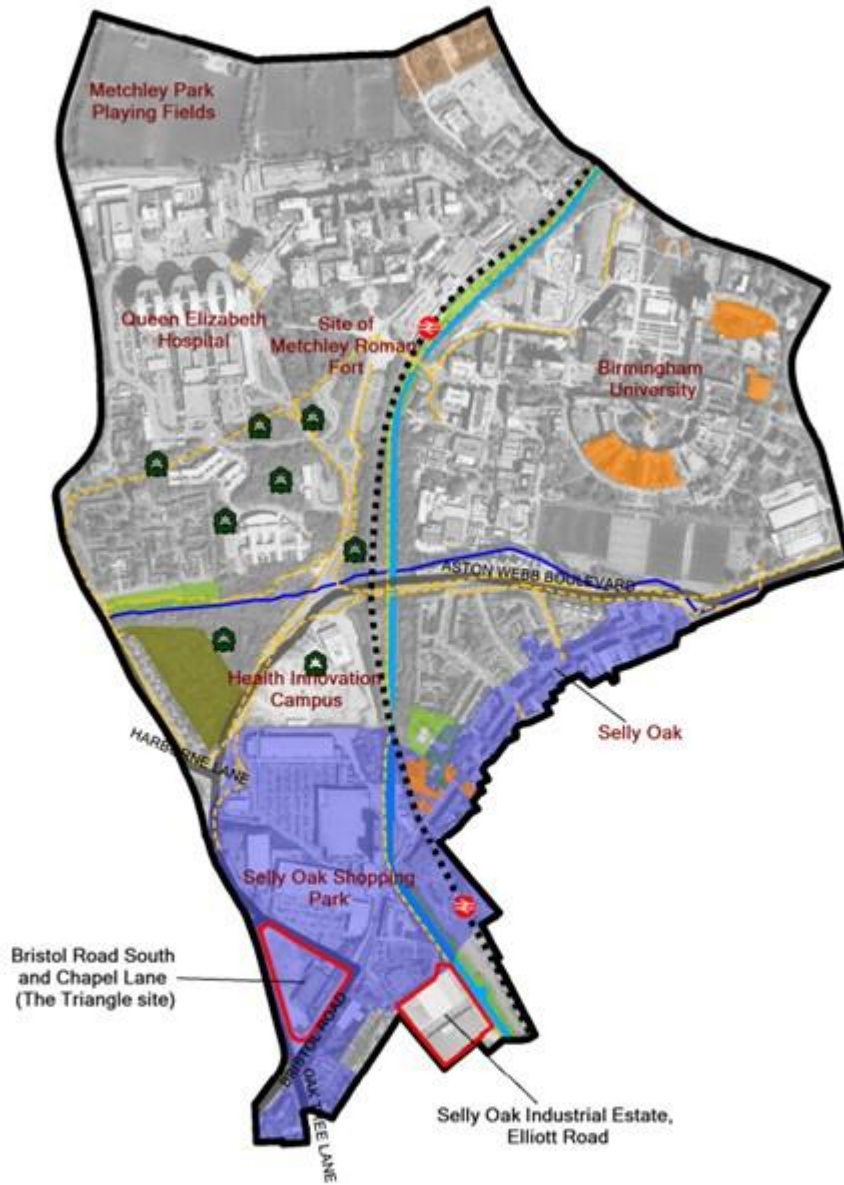
Key infrastructure requirements

- 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
	Statutorily 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

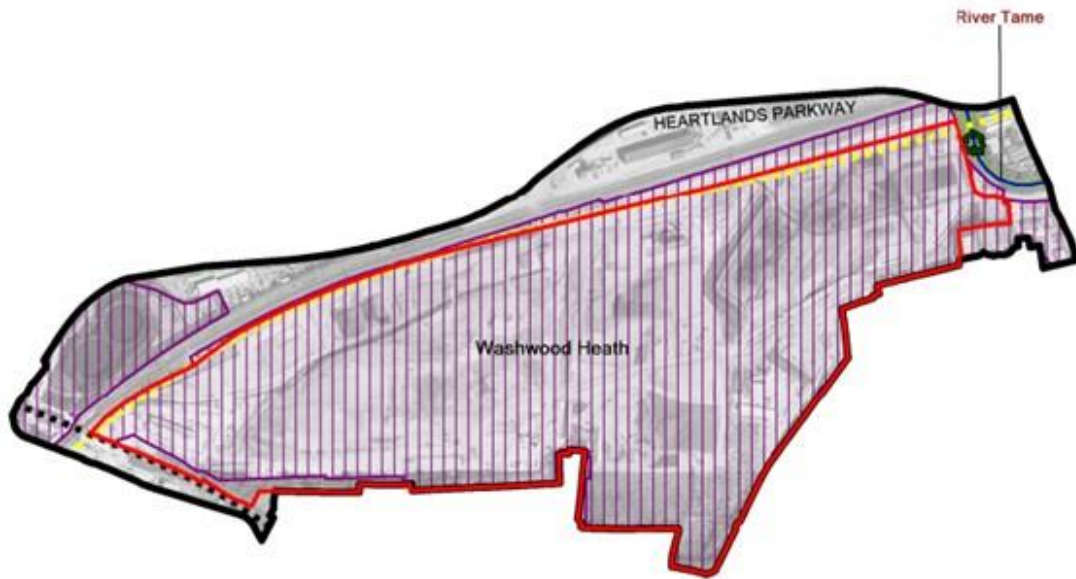
active travel and sustainable modes of travel including the prioritisation of walking, cycling and public transport at the outset.

- 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

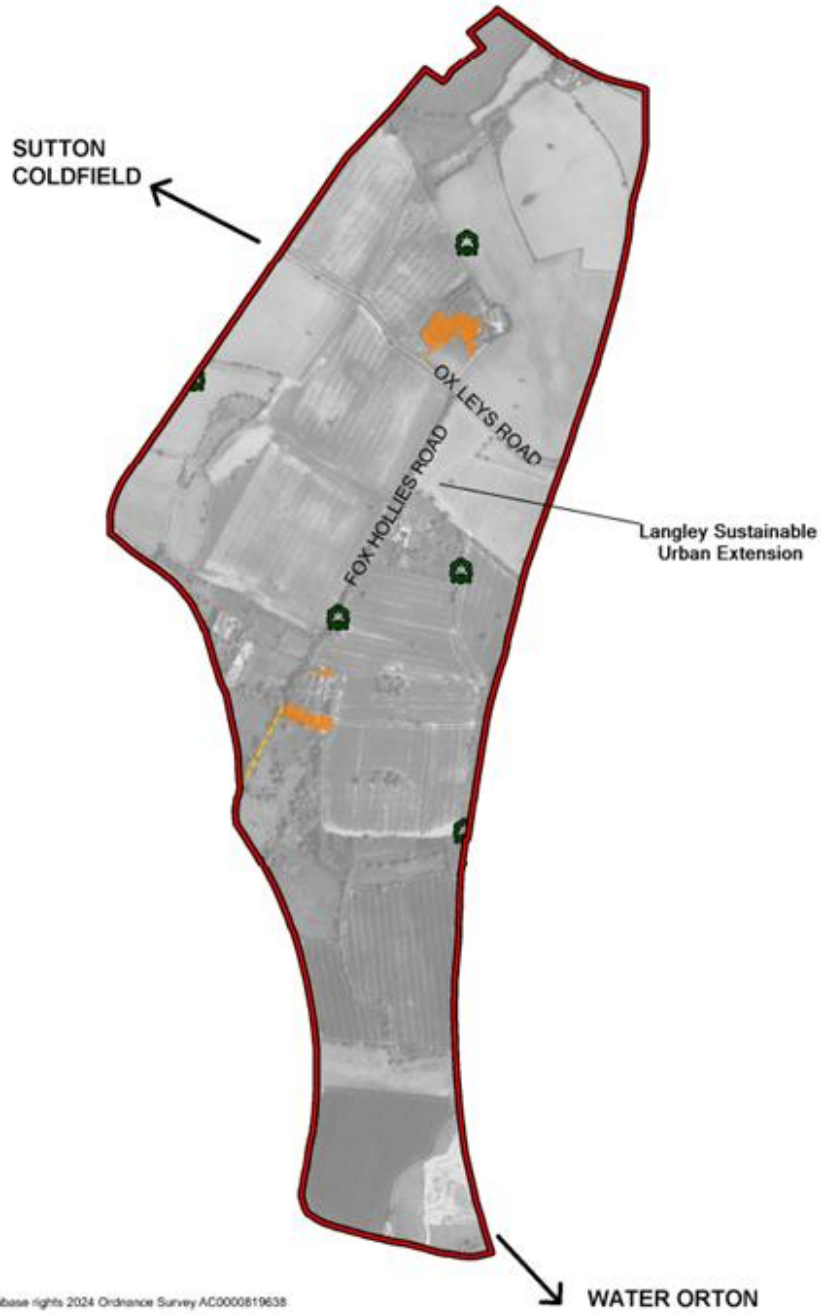
- The development area contains 3 listed buildings and many currently undesignated heritage assets including a locally listed building, archaeological remains and other historic buildings.
- The design of the development will be required to protect and enhance known archaeological features and the character 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 |  Statutorily Listed Buildings |
|  Site Allocations |  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 71 Ha 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.

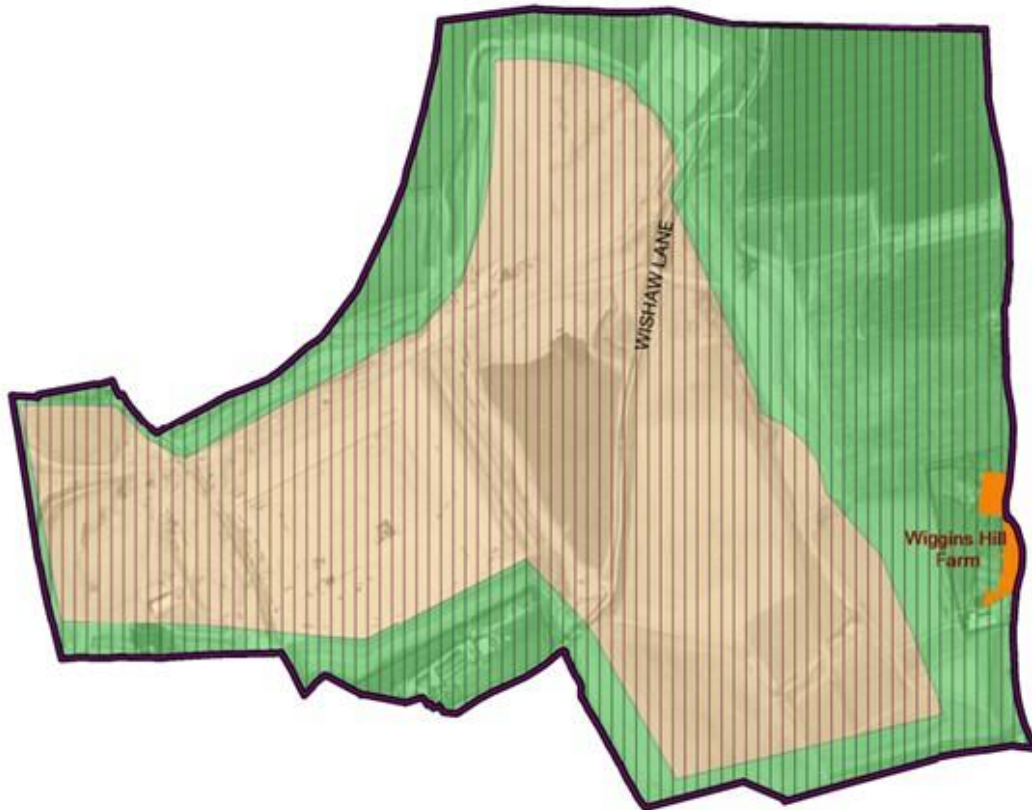
Enhanced biodiversity and protecting heritage assets

- 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%.

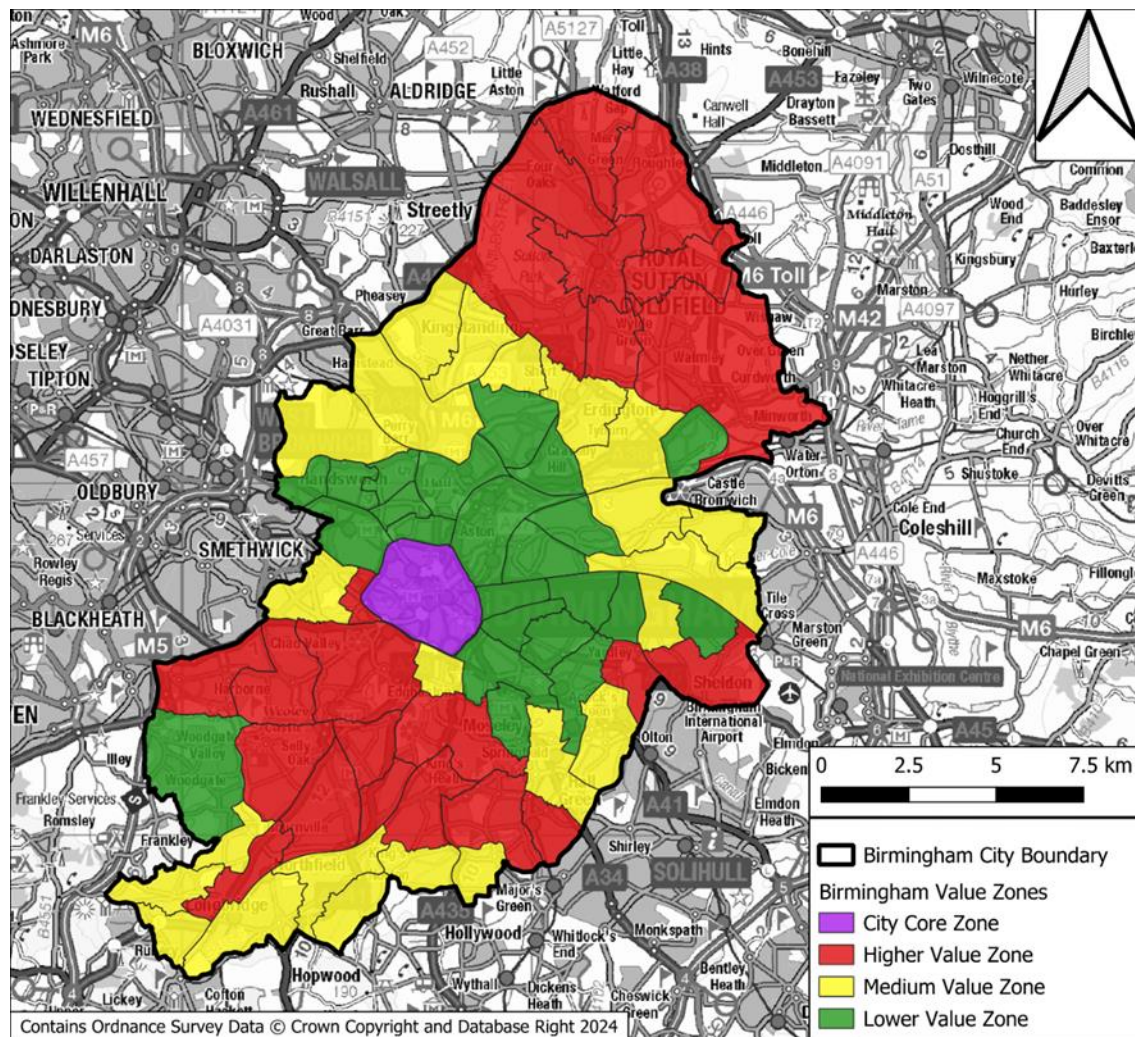
The NPPF requires 25% of affordable homes to be provided as First Homes. On this basis, the policy proposes 30% affordable home ownership (includes First Homes) and 70% social or affordable rent. This allows for other forms of AHO such as shared ownership which have lower deposit requirements. On this 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 a 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 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)
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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.

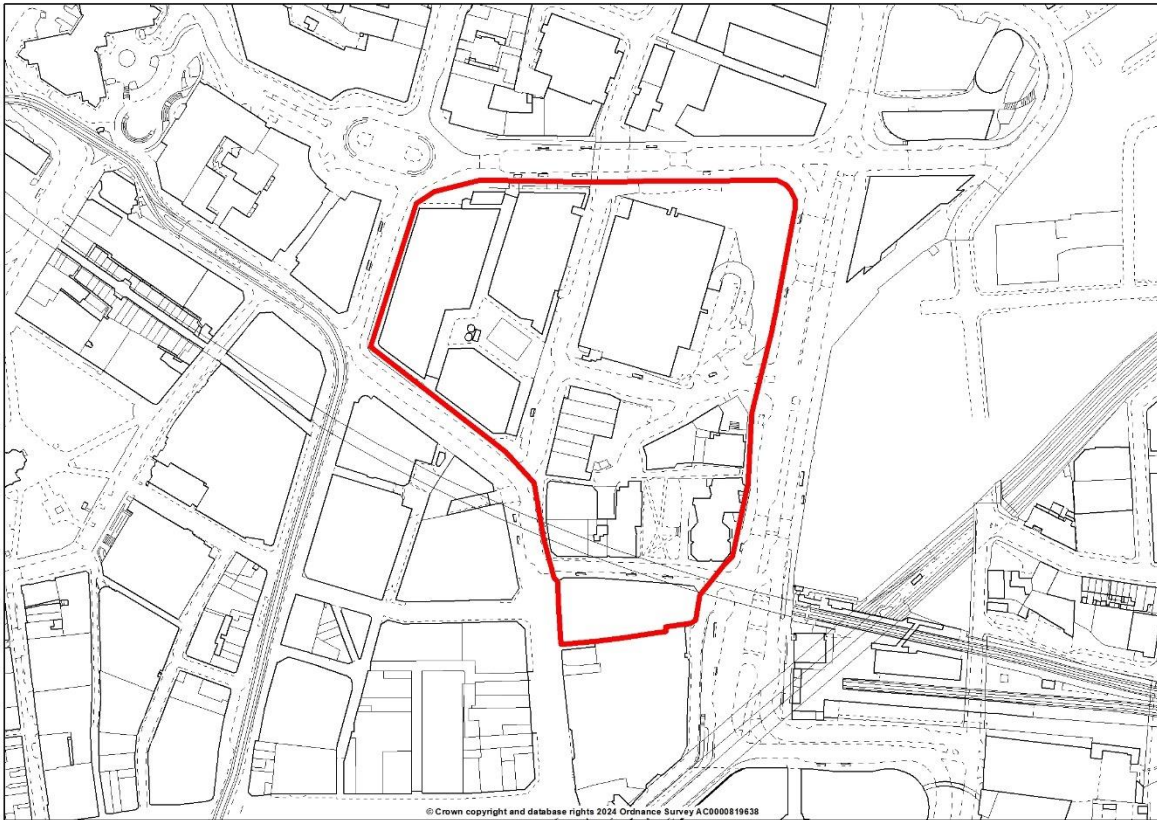
Appendix 1 – Site Allocation Information

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.

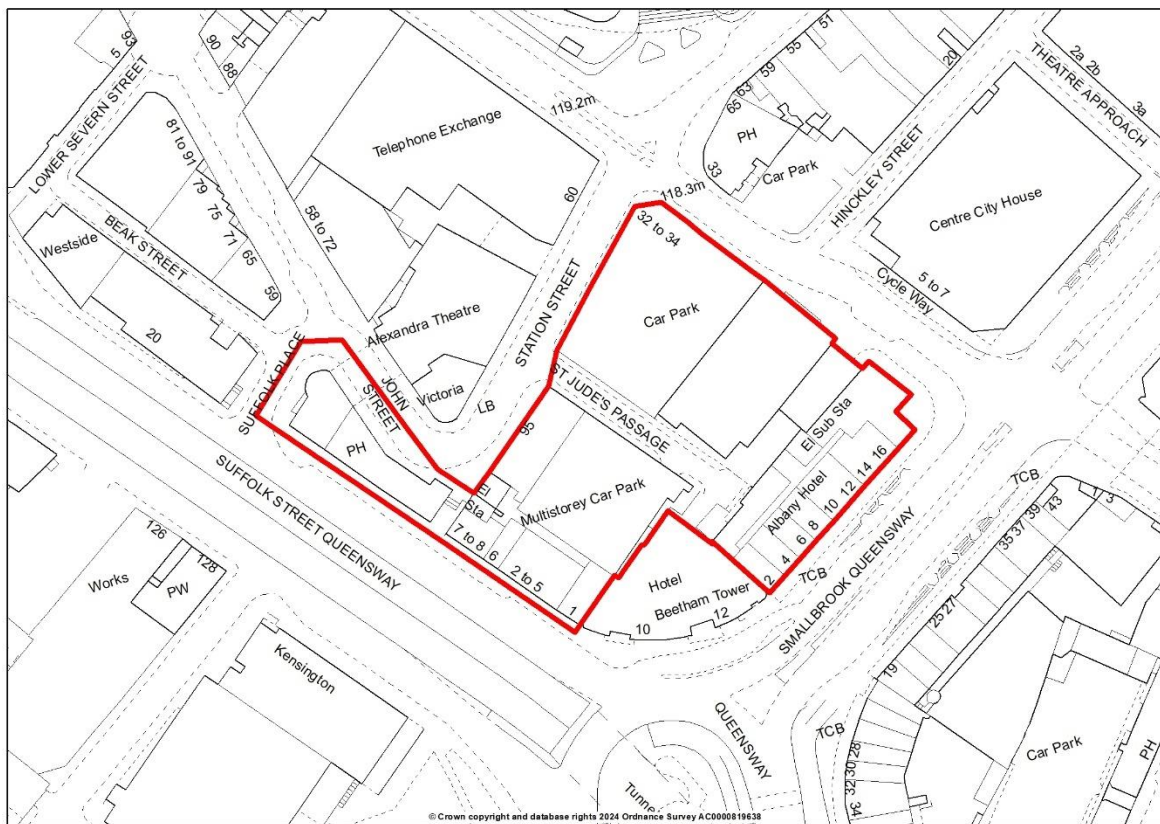


Growth Zone 2: Western Gateway

Suffolk Street Queensway

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

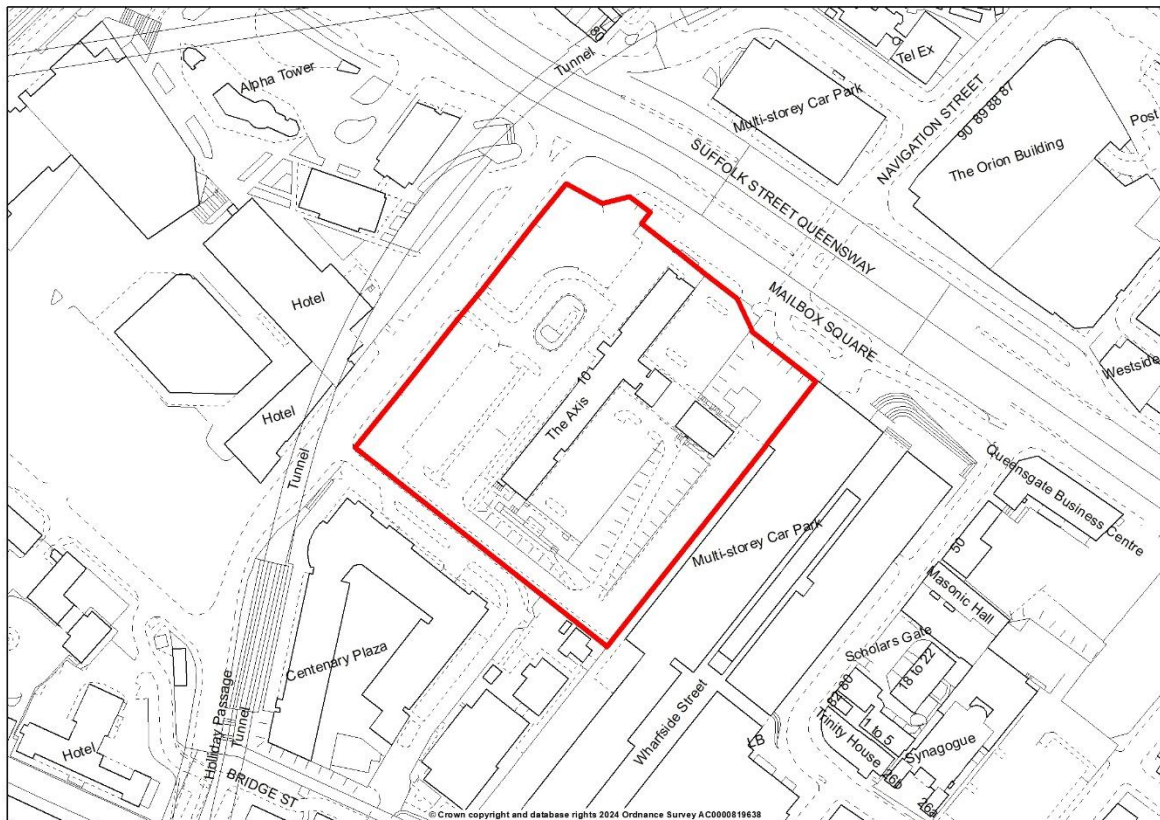
Supporting documents	Our City Central Birmingham Framework (2024)
Reasons for allocation	Part of the site to the north (at corner of Station Street and Hill Street) was granted planning permission in 2016 for a new hotel with ancillary retailing. This proposal did not come forward and has since lapsed. 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

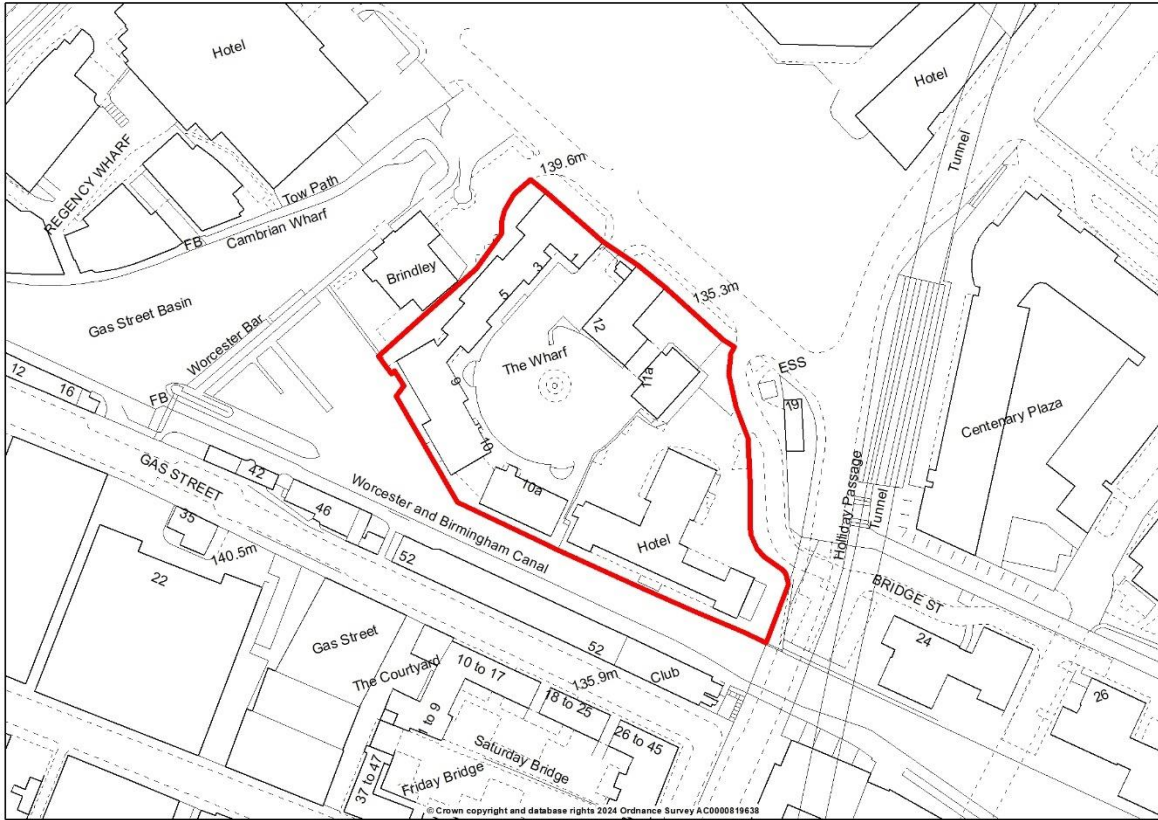
HELAA 2023 Site Reference	2469
Growth Zone	Western Gateway
Site name	Former Axis Building
Site address	Land at Holliday Street and Suffolk Street Queensway
Ward	Ladywood
Site area	1.49ha
Existing use(s)	Vacant site

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

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

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

	<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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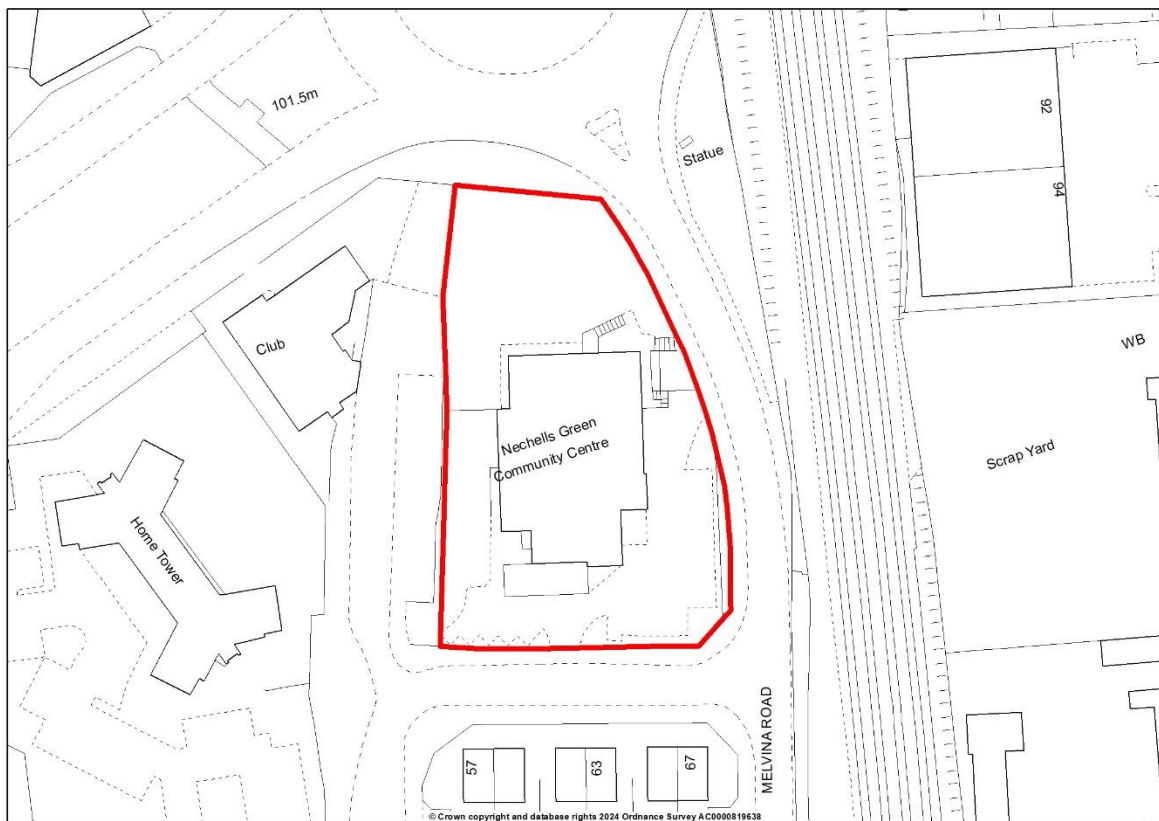


Growth Zone 3: Nechells

Nechells Community Centre

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

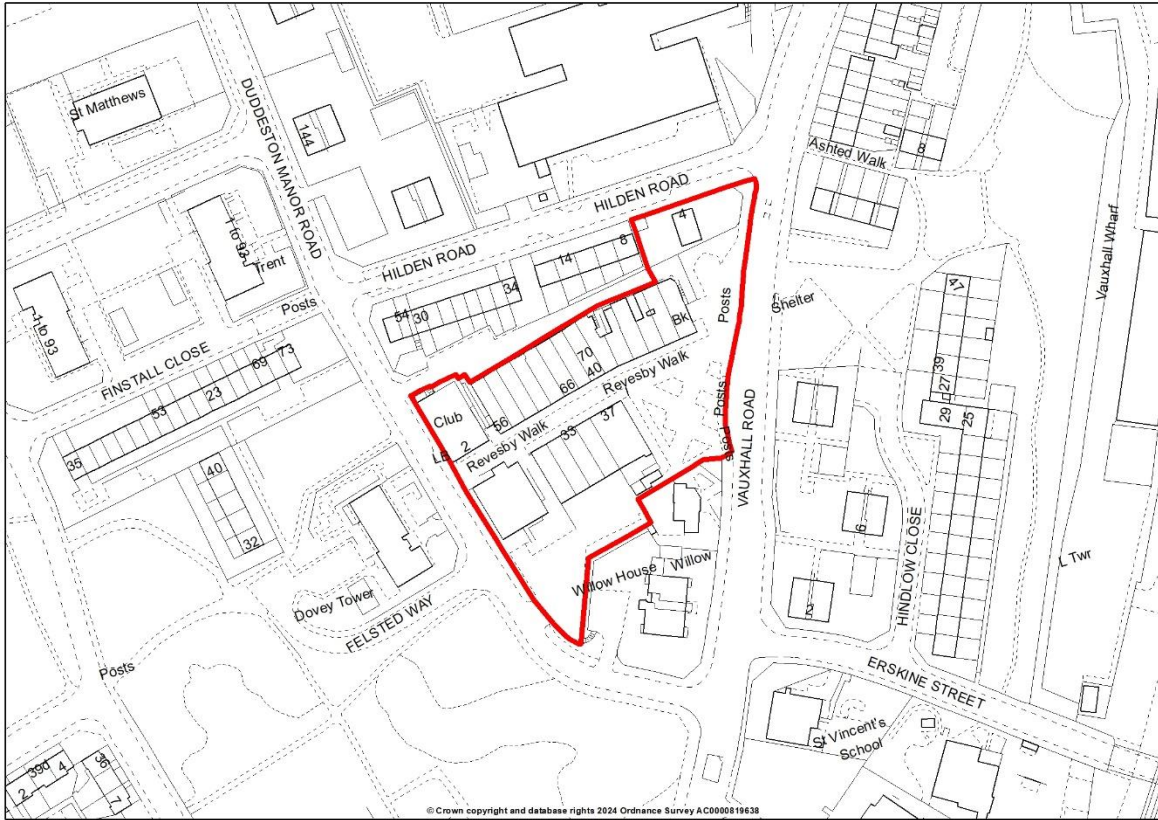
	bed student accommodation, contained in 64 cluster flats. The loss of the community use has therefore been accepted in principle and the site is considered suitable for residential.
Constraints	The site sits opposite to the Locally Listed High, Queens and Home Towers
Site requirements	<ul style="list-style-type: 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

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

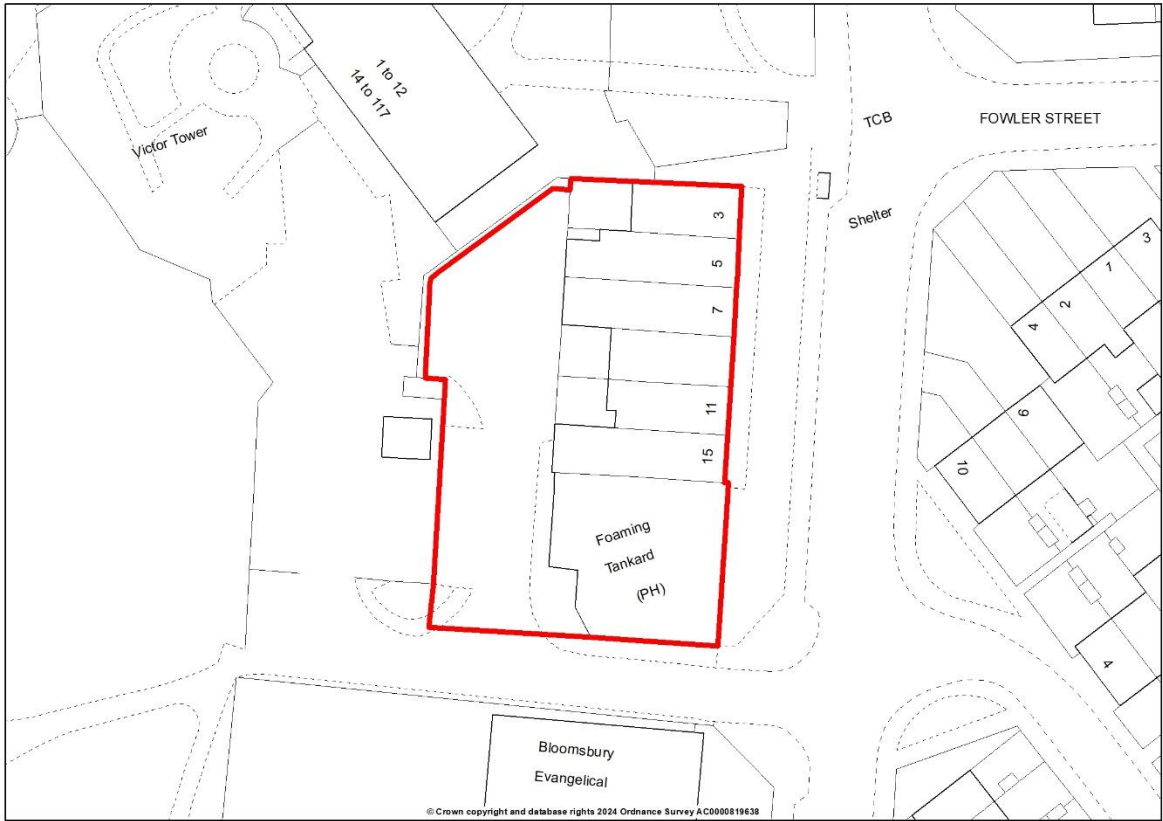
Existing use(s)	Commercial units with some residential above
Proposed use(s)	Commercial units with residential above and to the rear
Indicative capacity	361 dwellings
Development timeframe (HELAA 2023)	5-10 years
Supporting documents	Our City Central Birmingham Framework (2024)
Reasons for allocation	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

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

<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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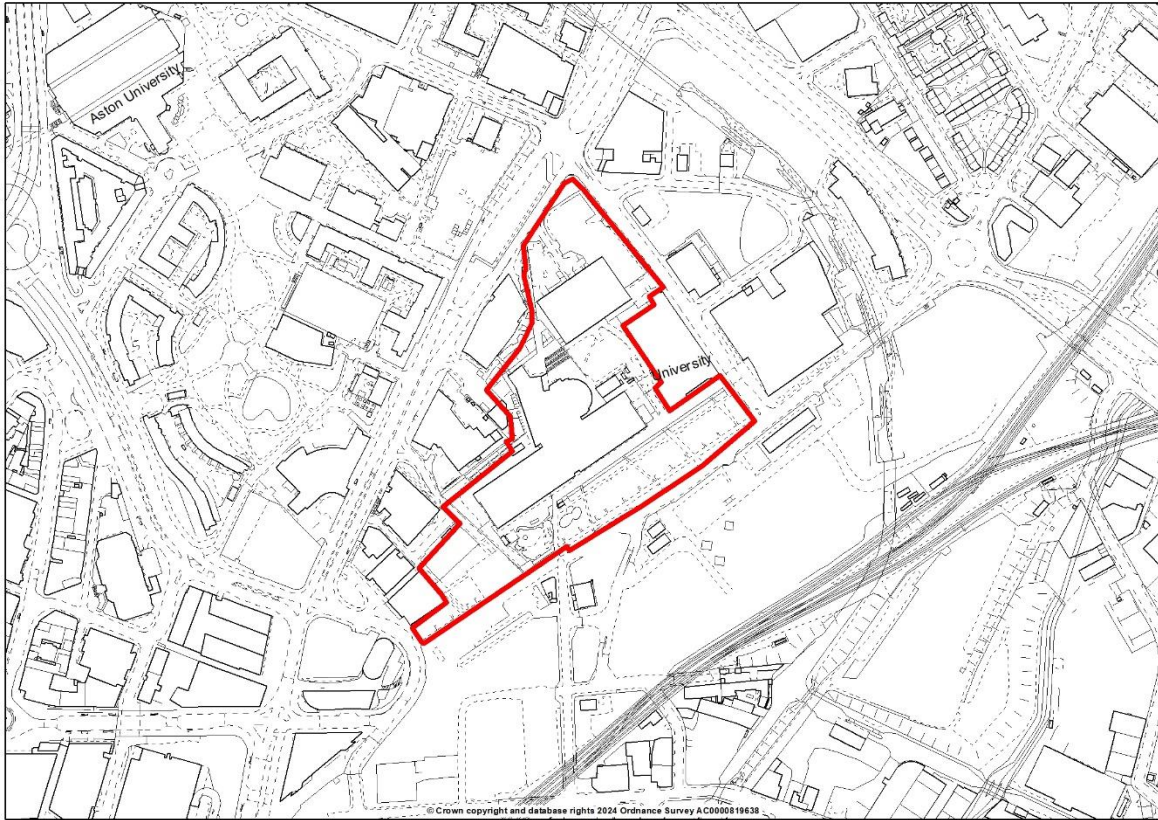


Growth Zone 4: Curzon Gateway

Millennium Point and Environs

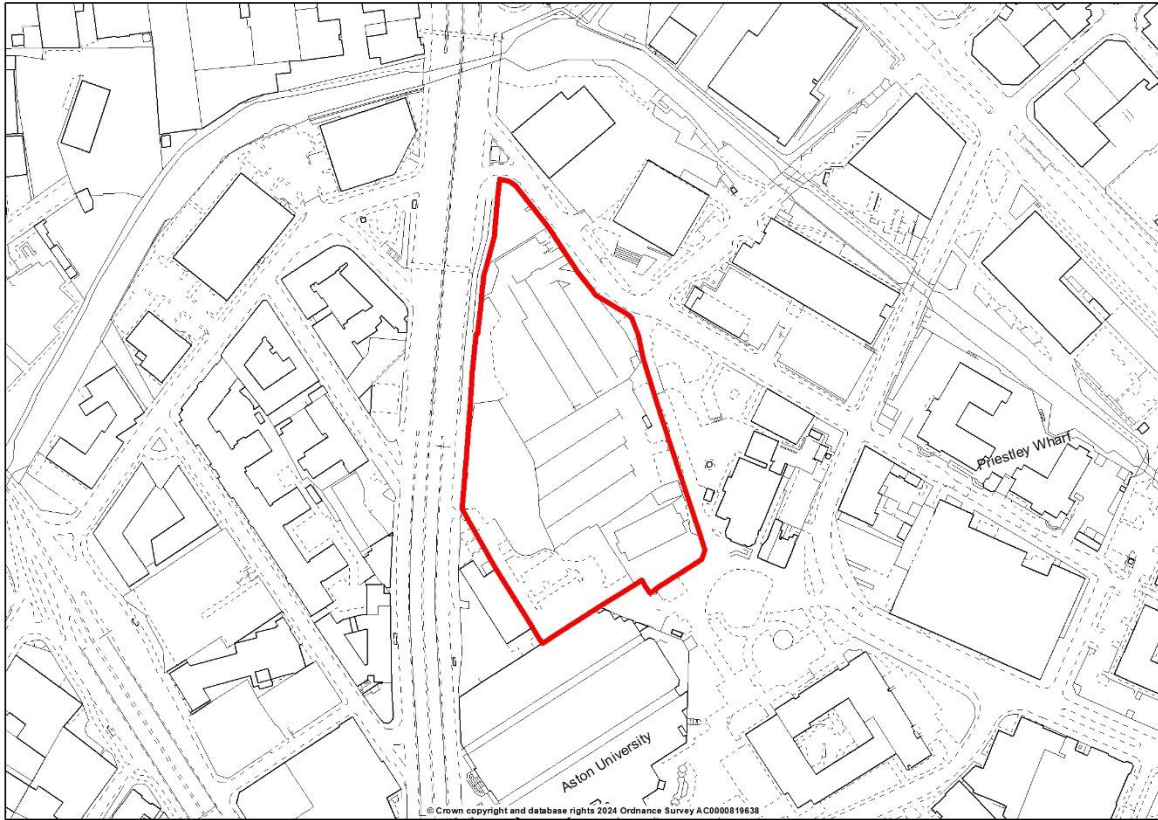
HELAA 2023 Site Reference	3027
Growth Zone	Curzon
Site name	Millennium Point and Environs
Site address	Millennium Point Building, Eastside
Ward	Nechells

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

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

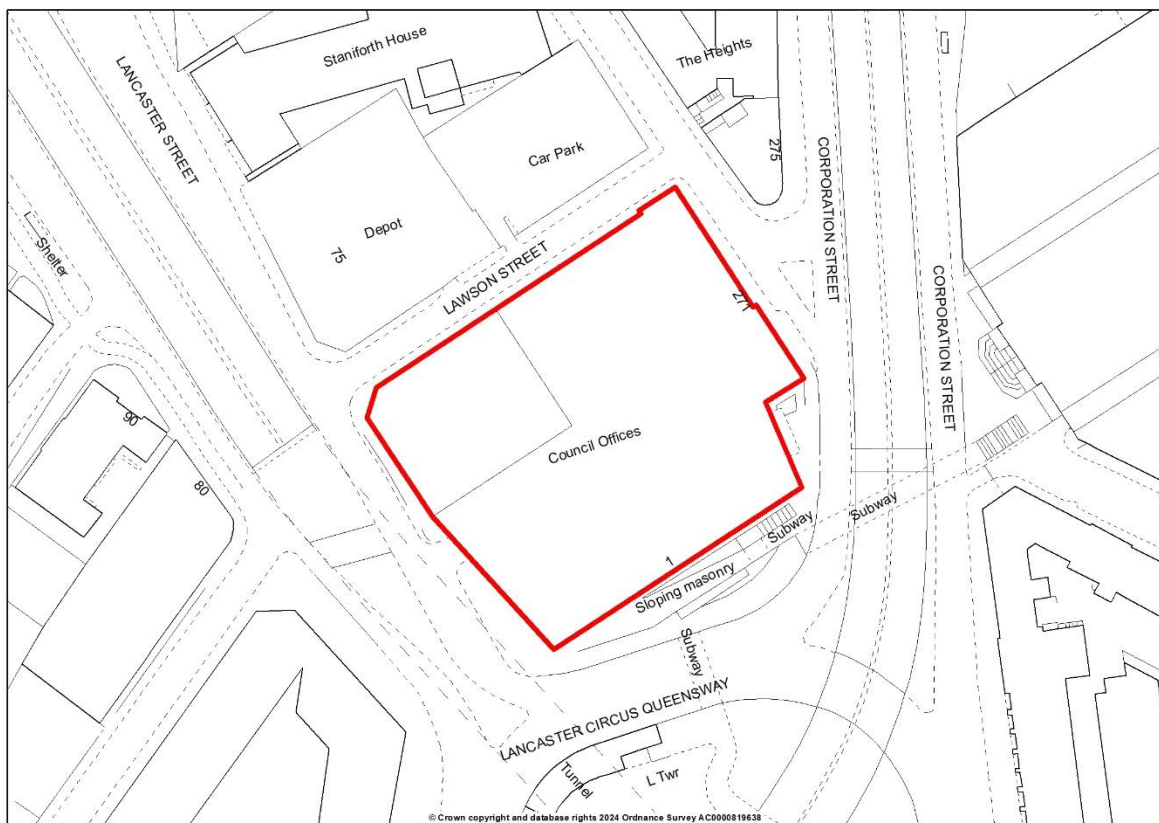
No site allocations

Growth Zone 6: Snow Hill

1 Lancaster Circus

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

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)

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

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

	<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

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.

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

	<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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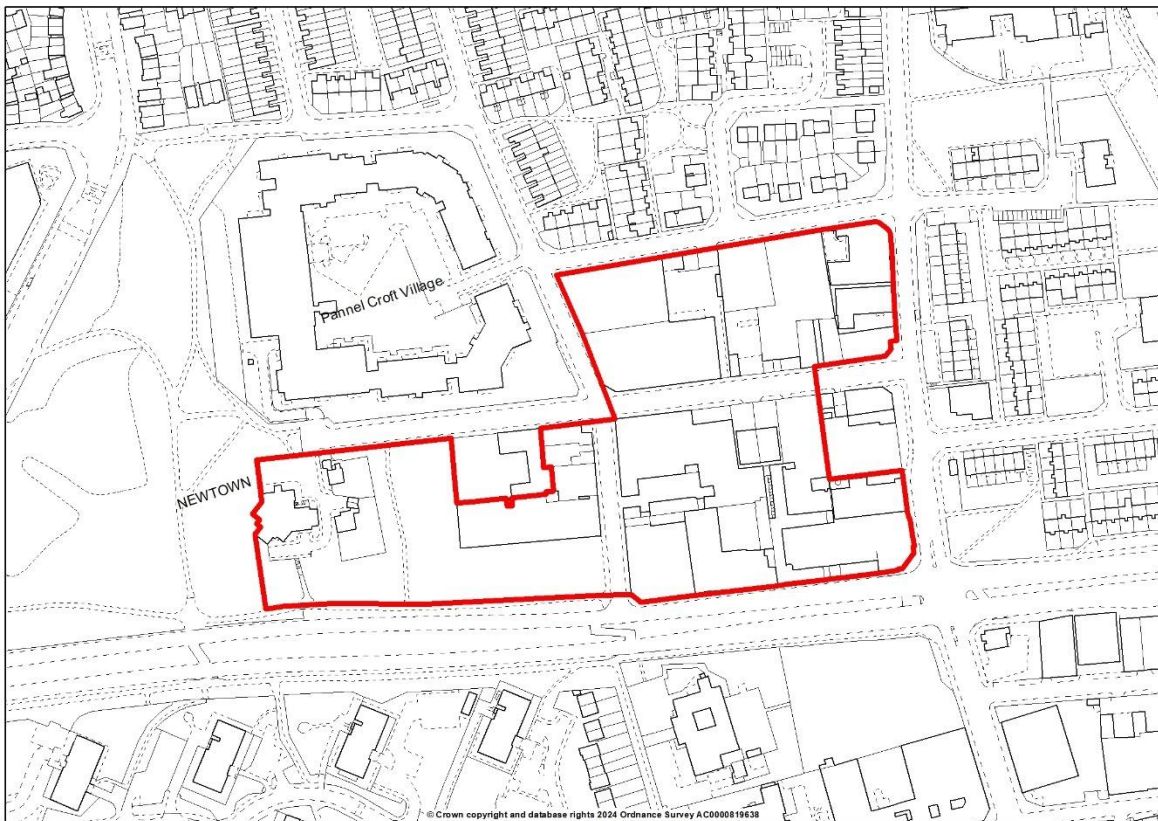


New John Street West and Bridge Street West

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 conglomeration of buildings and spaces that face on to New John Street West and bounded by Summer Lane, Frankfort

	<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

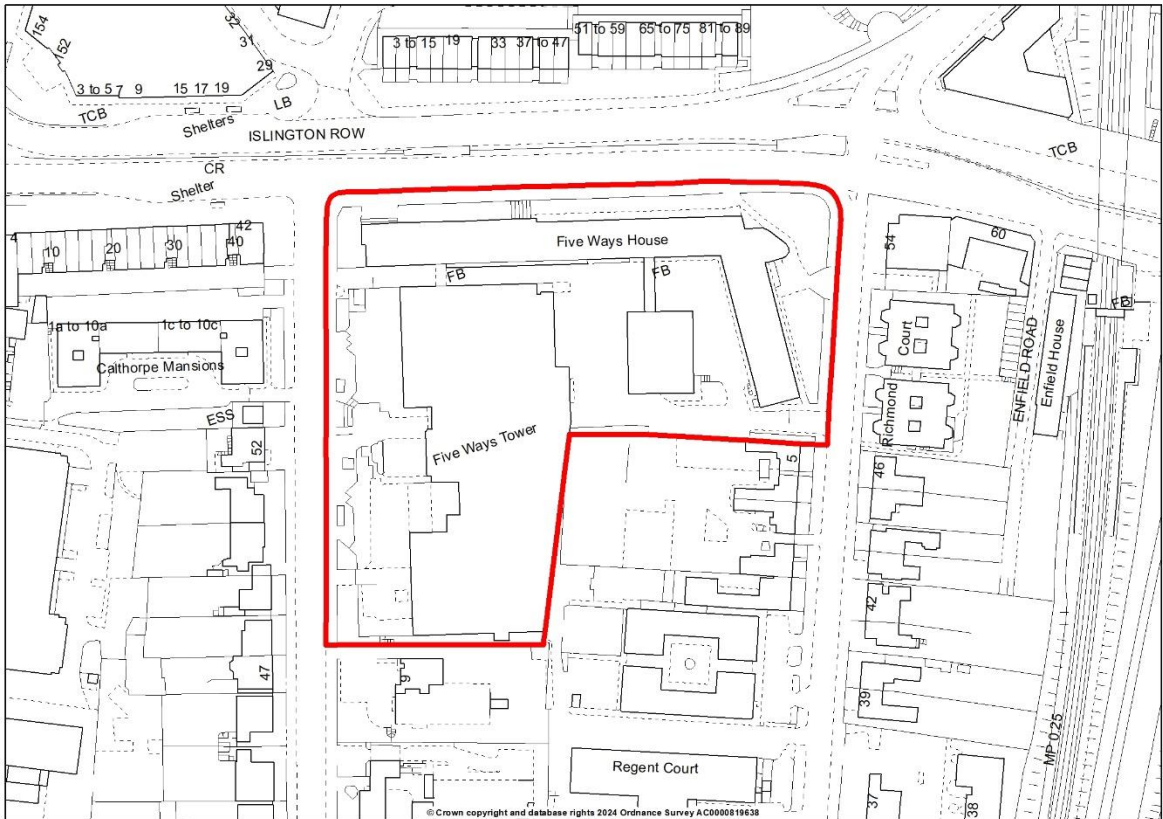


Growth Zone 8: Hagley Road Corridor

Five Ways Hub

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.

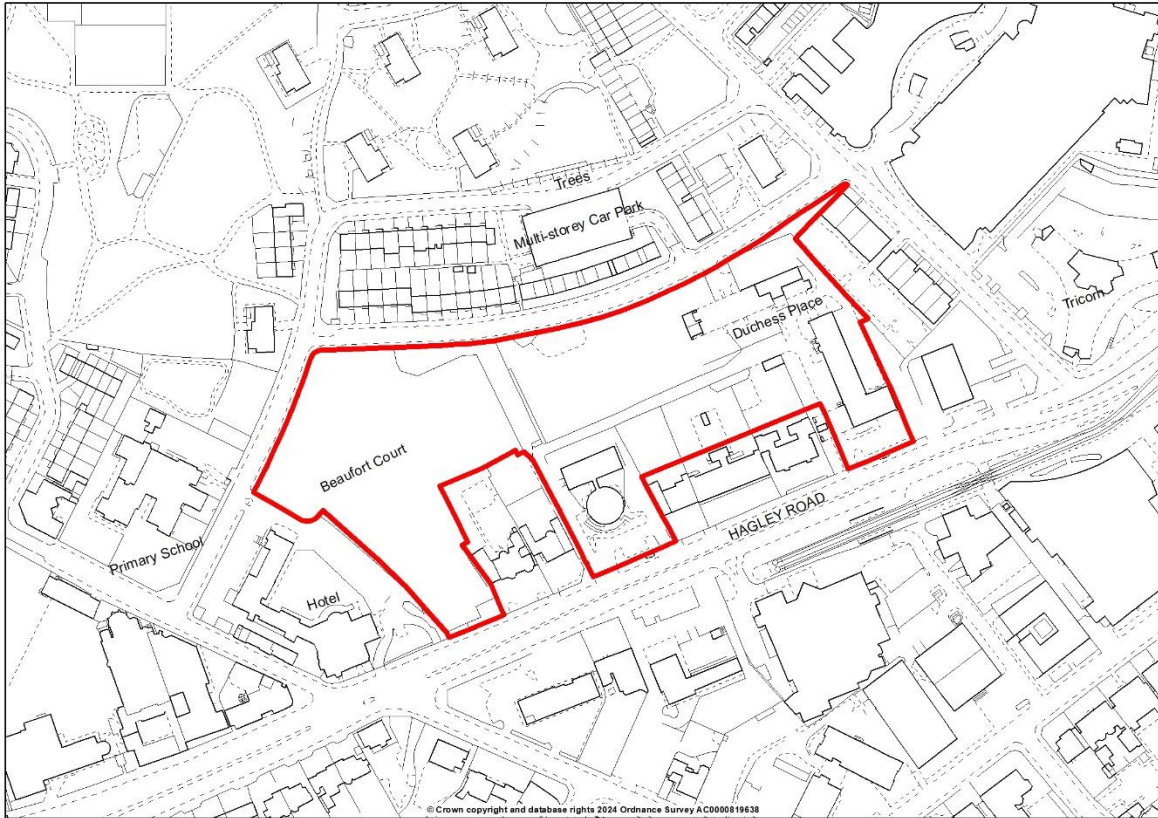
	<ul style="list-style-type: none"> • The wider space will also be compatible with multi-functional uses such as festivals and events that celebrate the areas cultural diversity, and temporary vehicular access to the square being possible to support pop up markets. • The height, scale, and massing of 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
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New Garden Square

HELAA 2023 Site Reference	2176 and 2775
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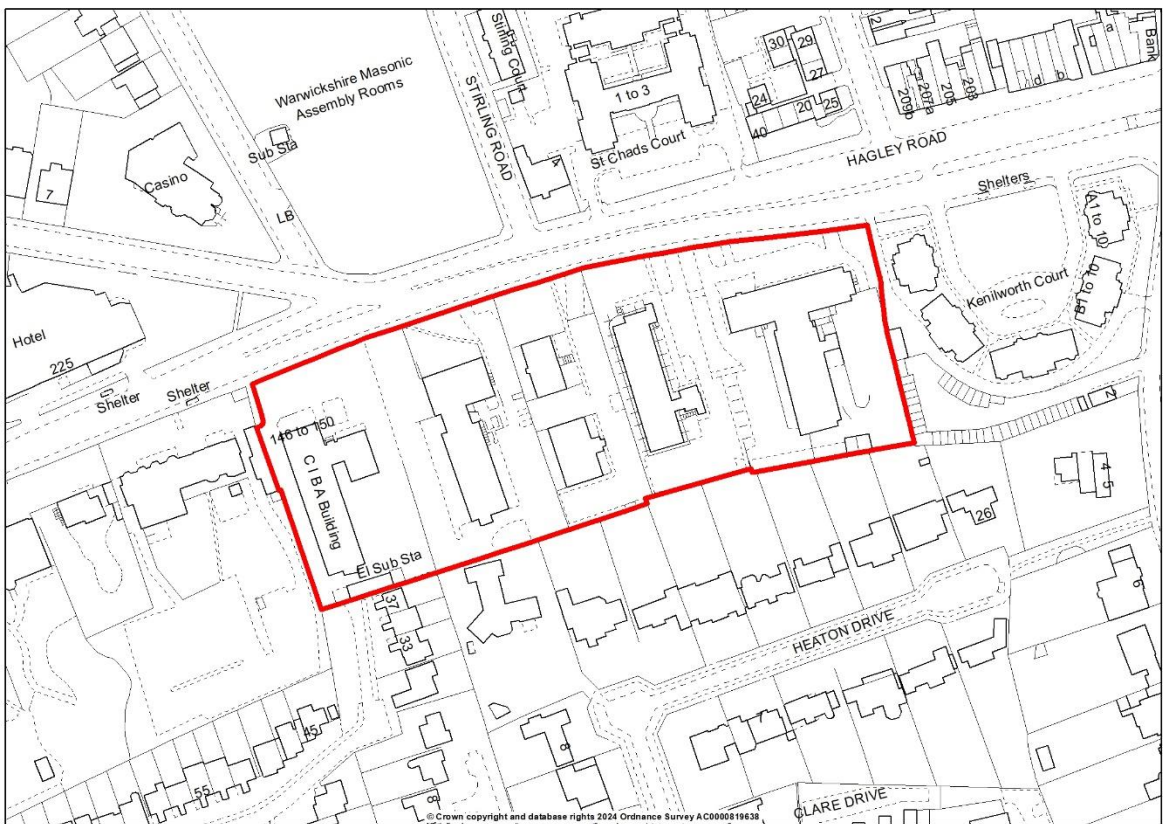
Growth Zone	Hagley Road Corridor
Site name	New Garden Square
Site address	New Garden Square, between Duchess Road and Hagley Road, Edgbaston
Ward	Ladywood
Site area	2,14 ha
Existing use(s)	Mixed use
Proposed use(s)	Residential led mixed use
Indicative capacity	1992 dwellings
Development timeframe (HELAA 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

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

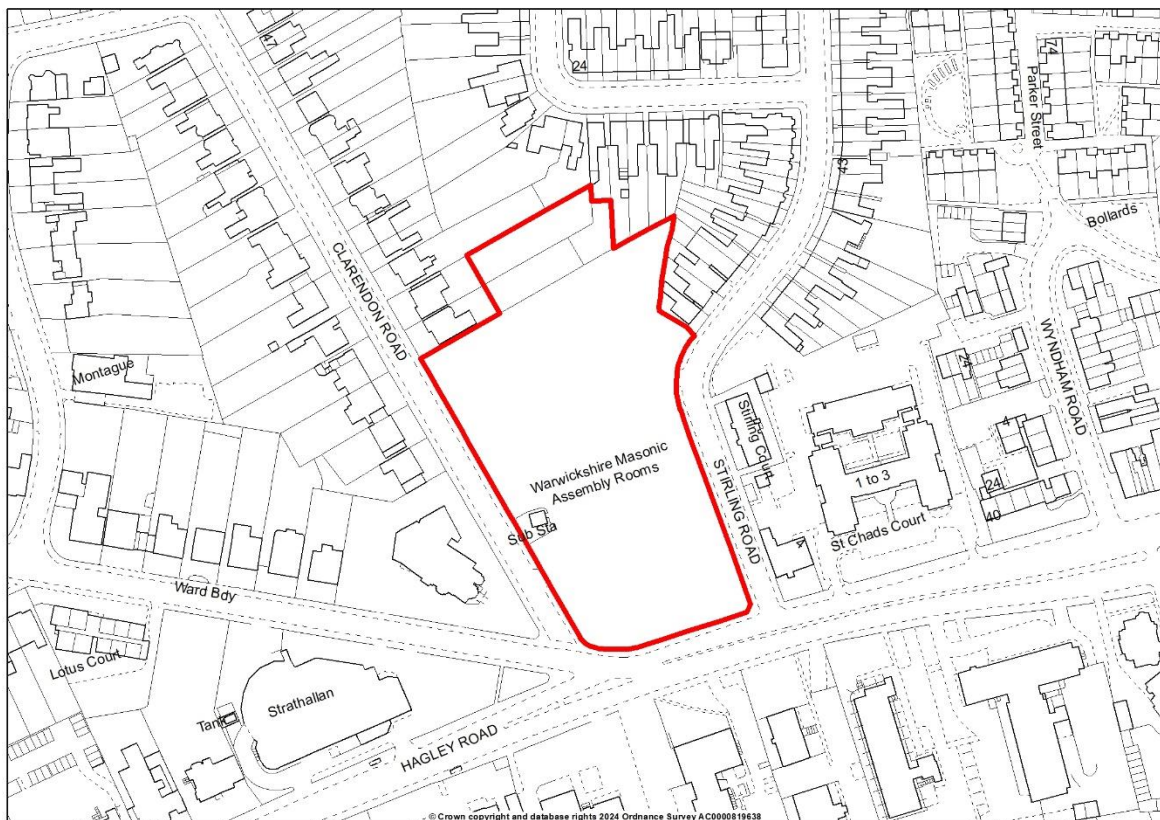
	<p>a children’s play area. Opportunities for communal growing space, public art and water features to aid play, rest, and relaxation should be explored.</p> <ul style="list-style-type: none"> • Improved north south crossing across the Hagley Road at the junction of Chad Road and Monument Road to support 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

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

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

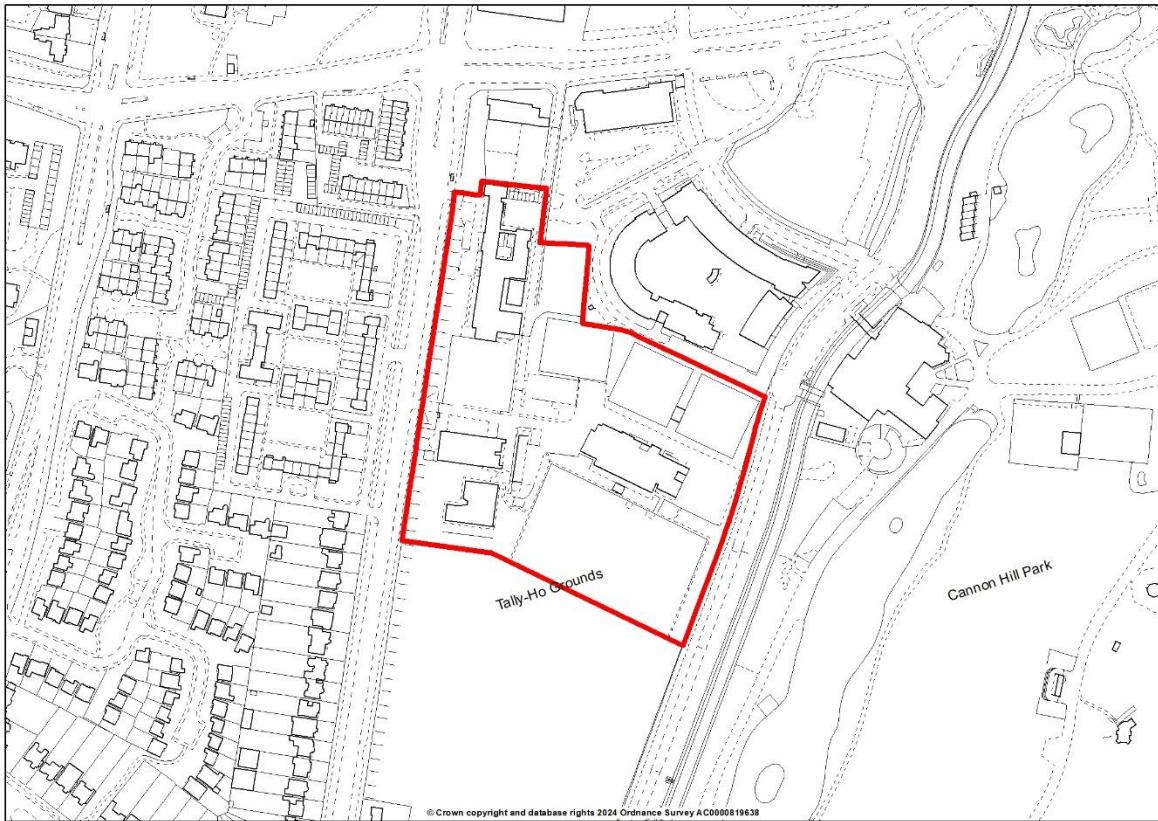


Growth Zone 9: South Edgbaston

Tally Ho

HELAA 2023 Site Reference	2811
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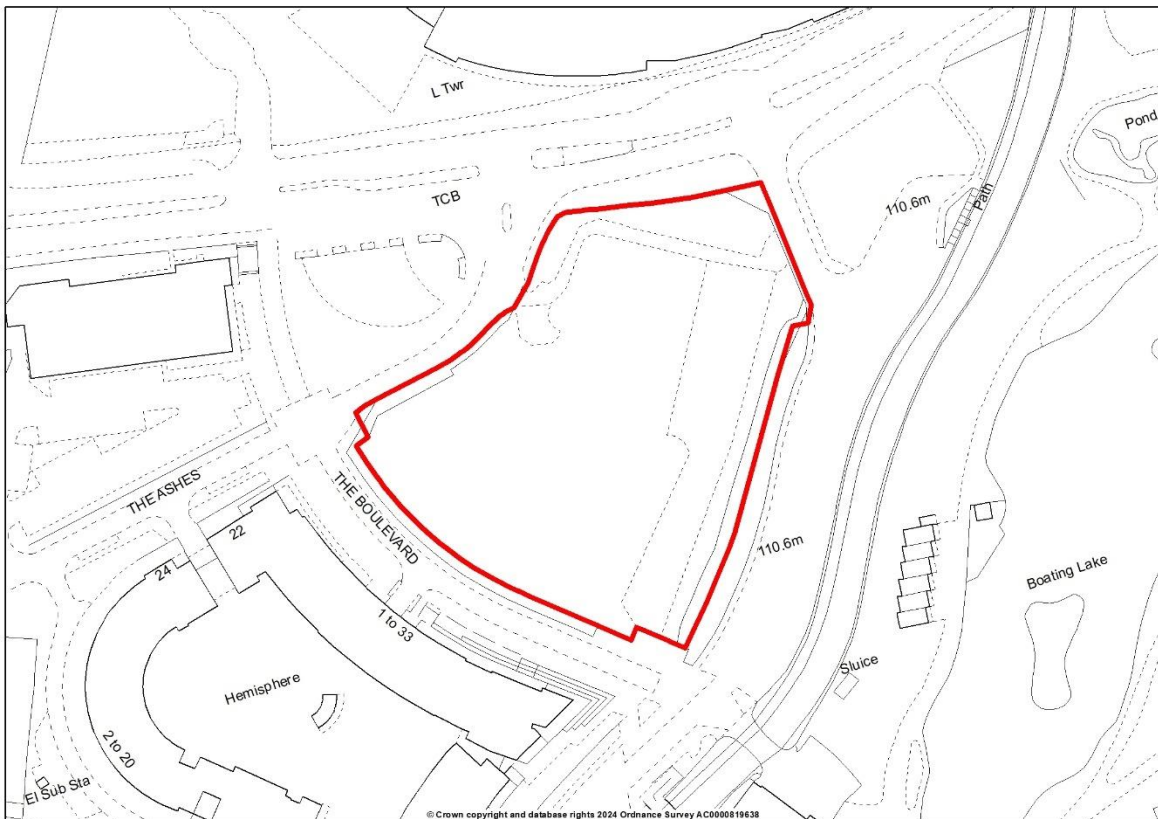
Growth Zone	South Edgbaston
Site name	Tally Ho
Site address	Tally Ho
Ward	Edgbaston
Site area	3.76 ha
Existing use(s)	Former West Midlands Police Training College, tennis courts, bowling green, club house
Proposed use(s)	Comprehensive mixed-use residential led redevelopment including (C2) residential, 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

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

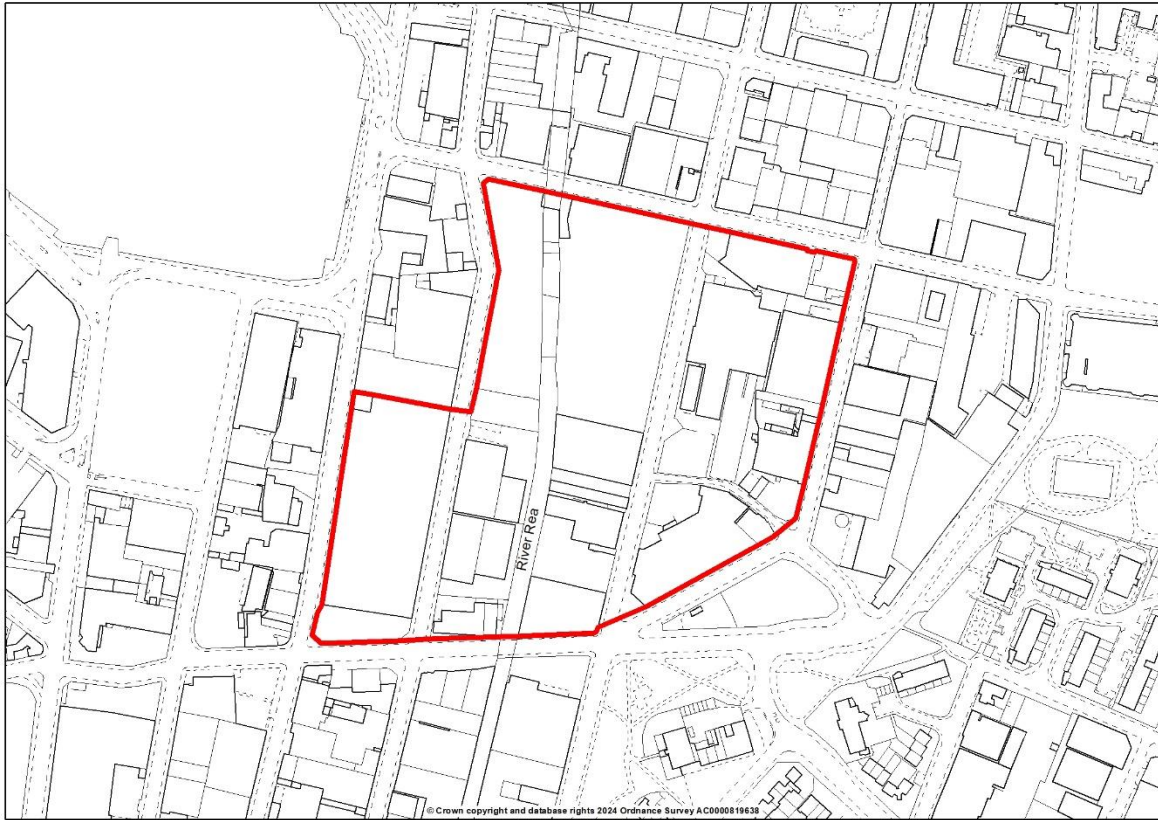
- The site should have active attractive frontages that face onto the River Rea to create natural surveillance along the river rea corridor, as well as onto Queens Ride, Edgbaston Road, the Boulevard, and the Ashes.
- Supporting neighbourhood centre uses as part of a mixed-use scheme to facing onto Queens 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

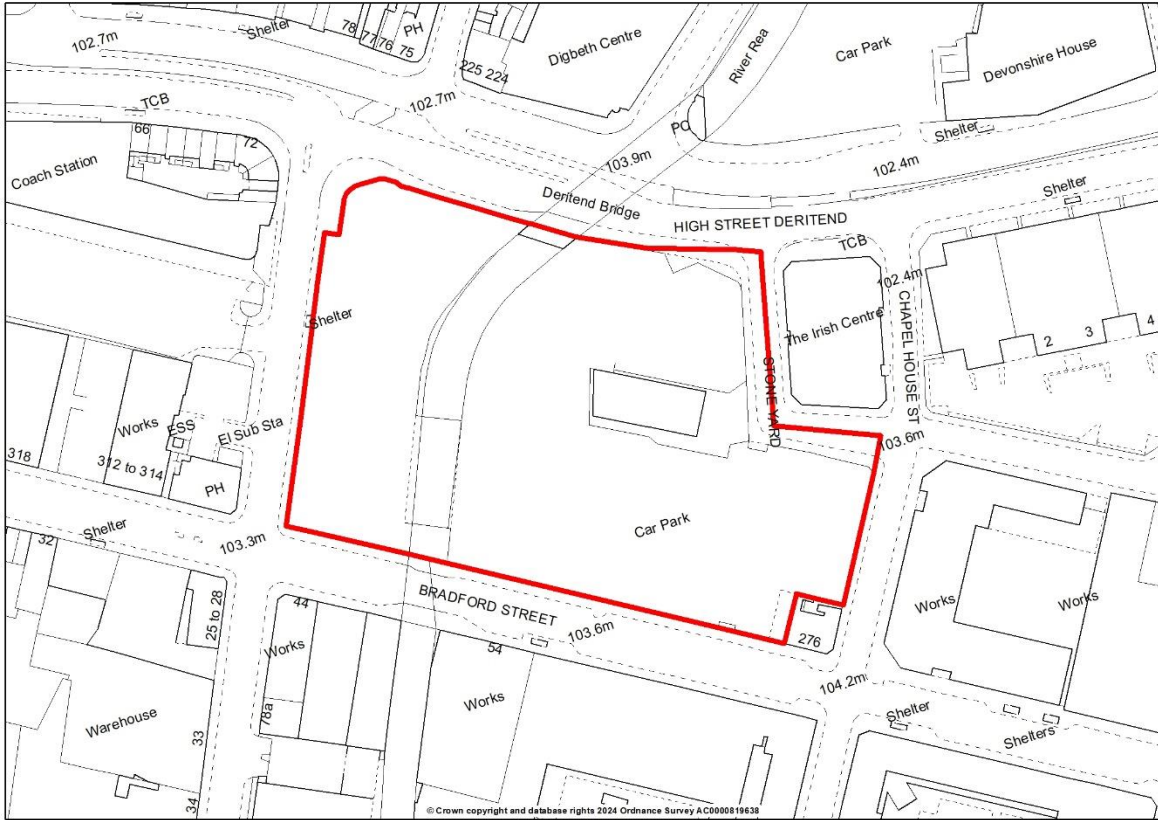
Cheapside Major Development Site

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.



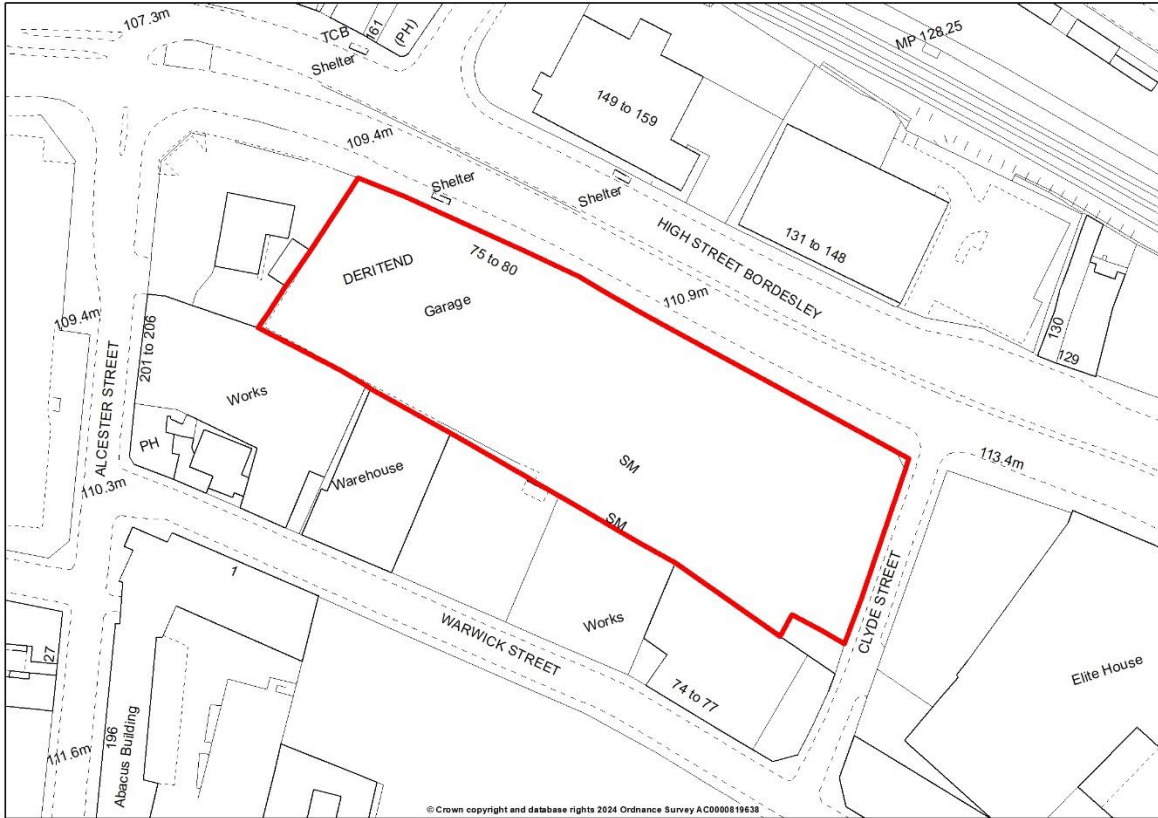
Digbeth High Street Major Development Site 1

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



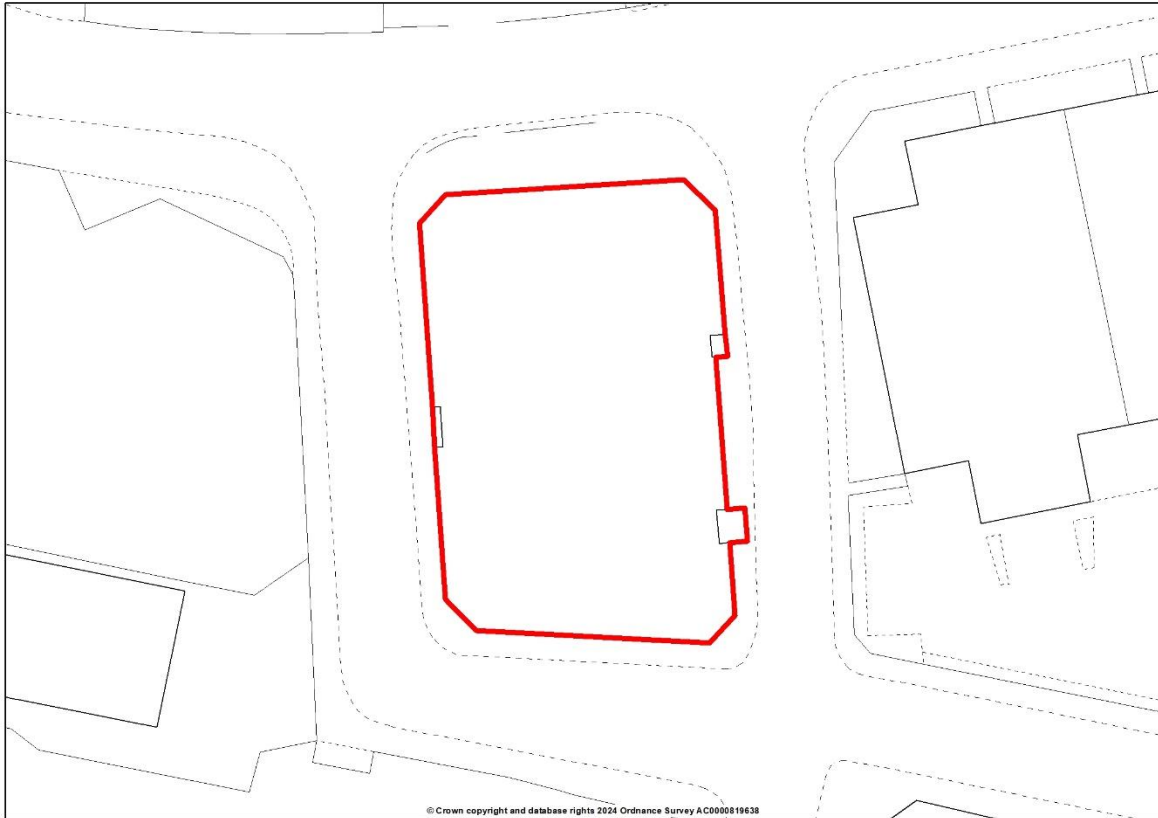
Digbeth High Street Major Development Site 2

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.



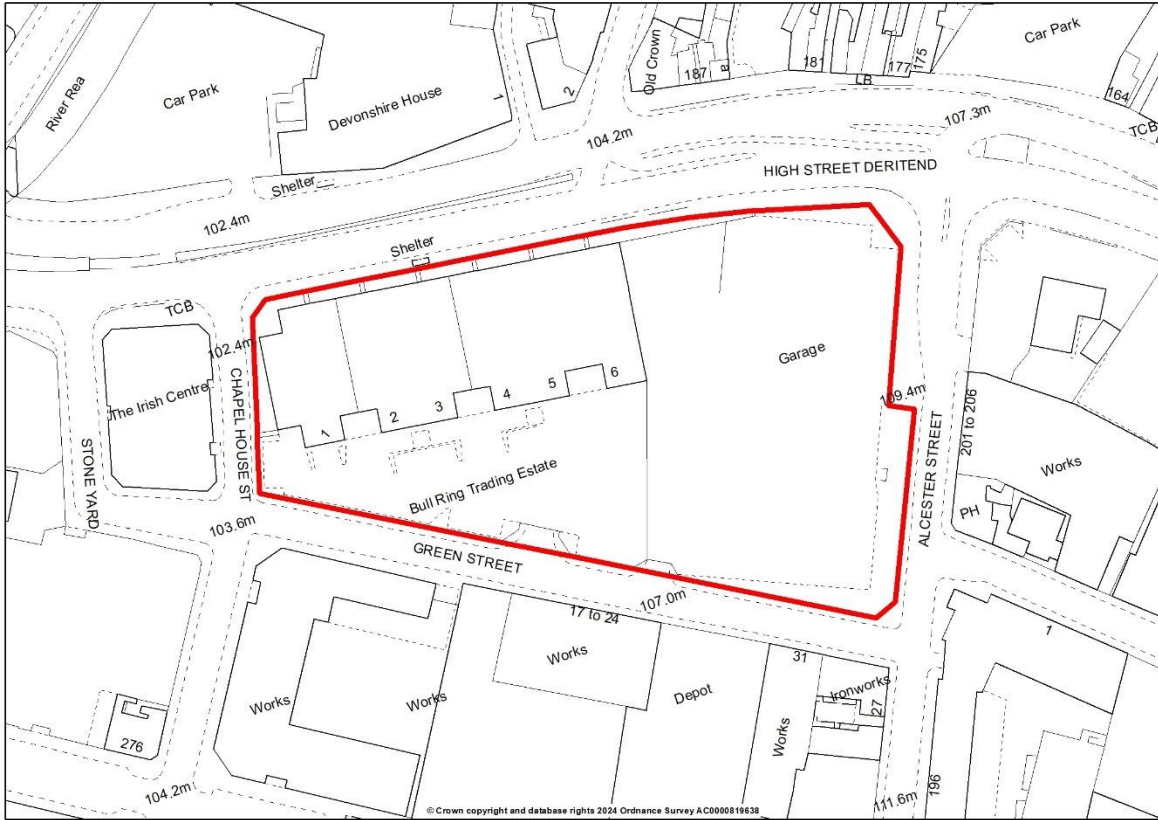
Former Irish Centre

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

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

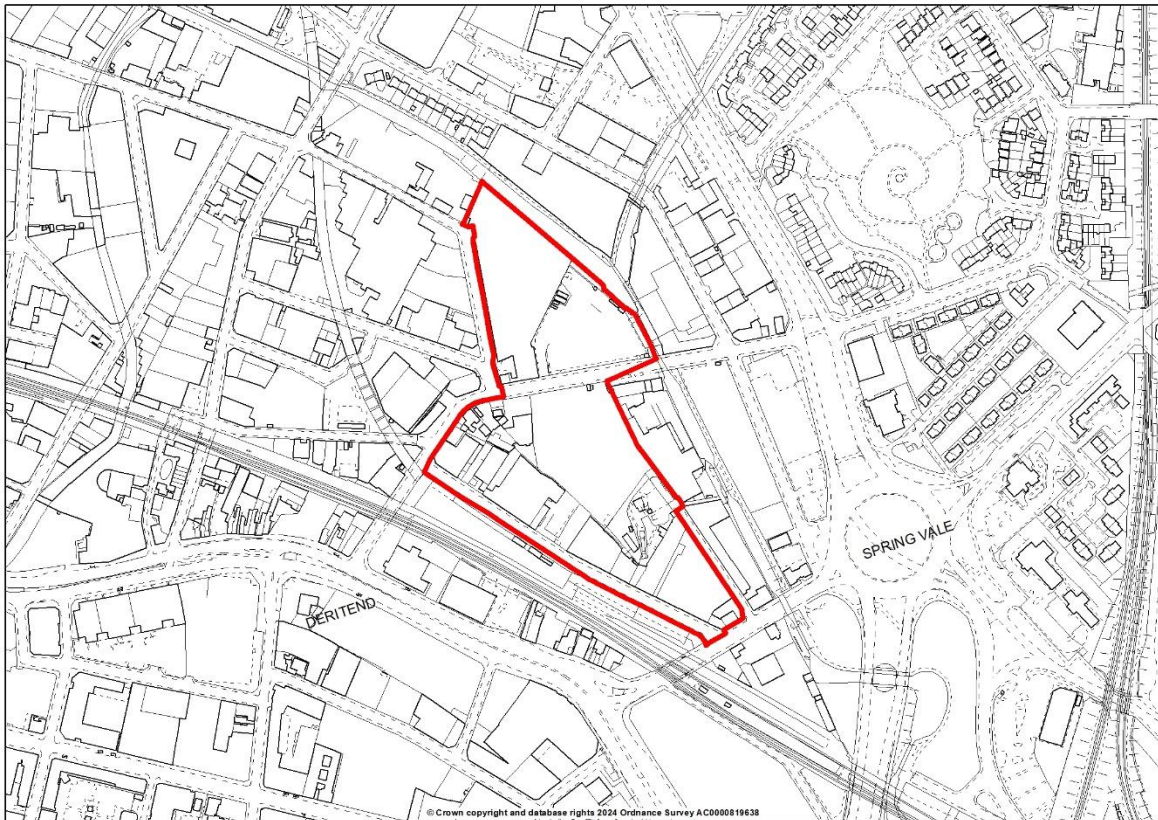
No site allocations

Growth Zone 12: Digbeth

Digbeth HUB

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)

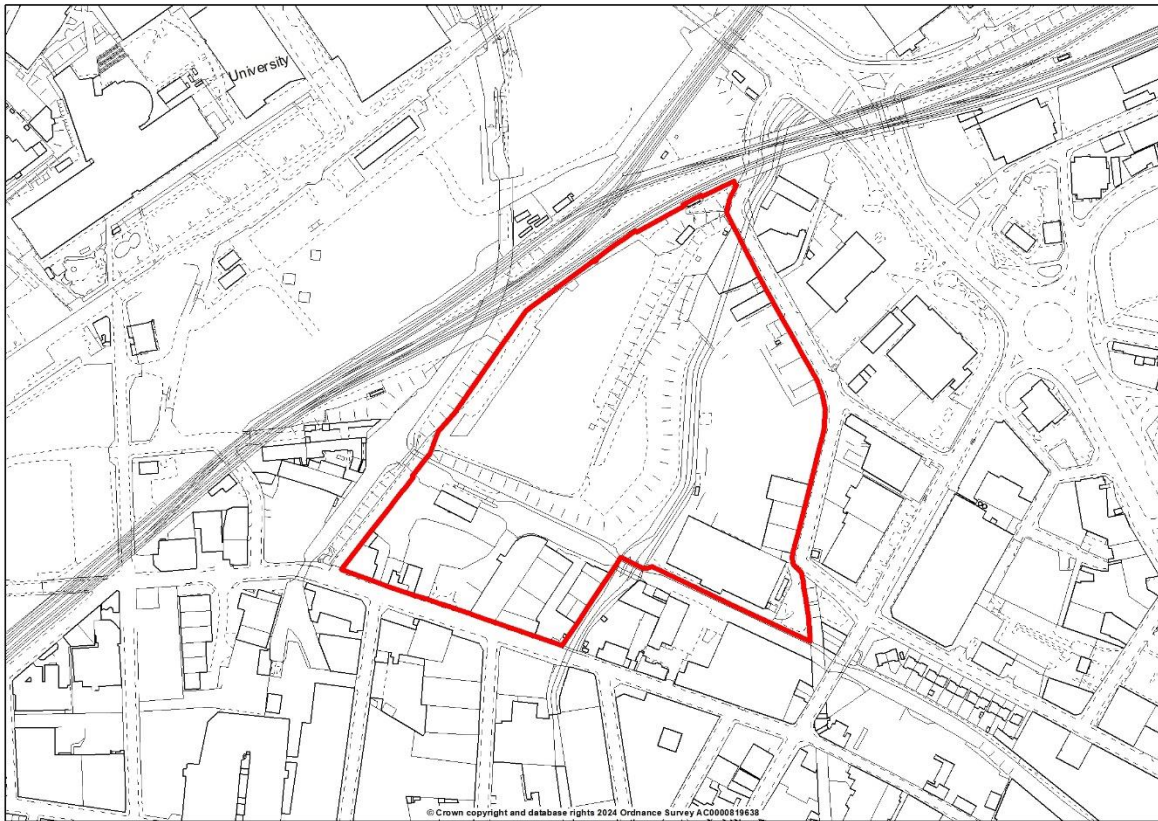
Supporting documents	Our City Central Birmingham Framework (2024)
Reasons for allocation	Site overlaps with 3 HELAA parcels: HELAA site 2614 relates to the detailed planning approval of Upper Trinity Street (2020/02906/PA) and has a capacity of 943 dwellings HELAA sites 2145 and 2146 relate to detailed 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

HELAA 2023 Site Reference	2821
Growth Zone	Digbeth
Site name	Warwick Bar

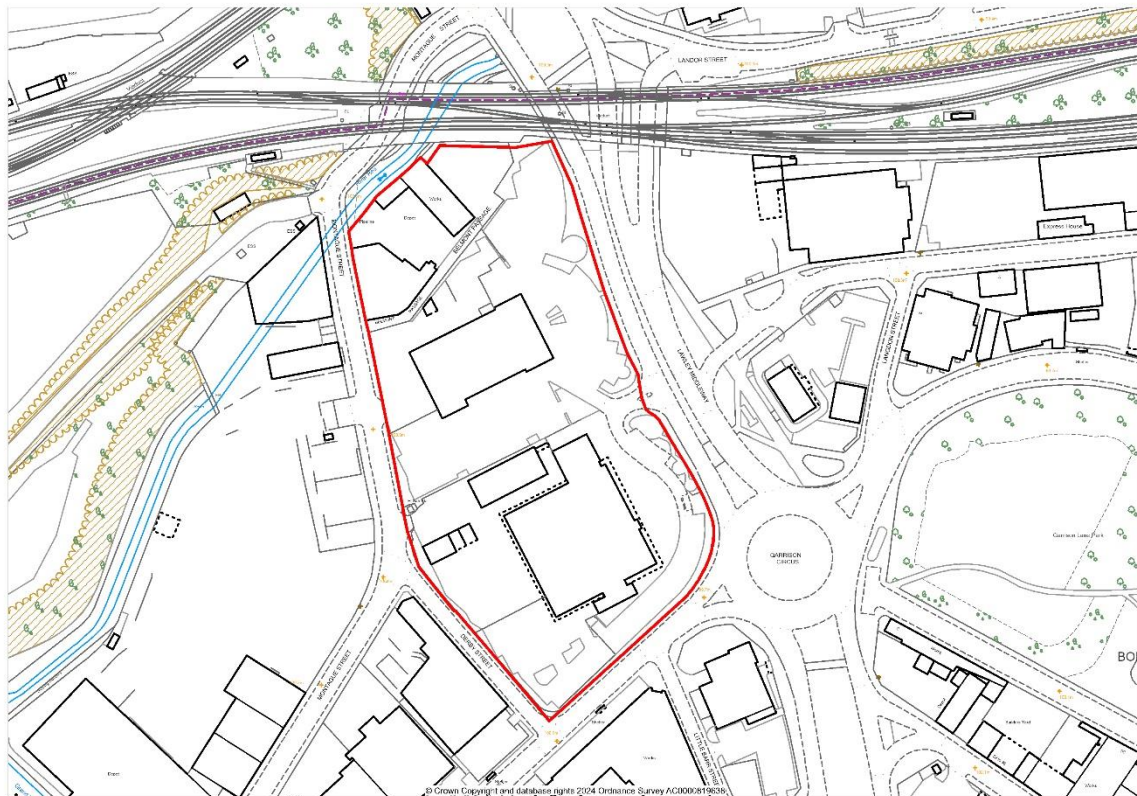
Site address	Land at Montague Street, Digbeth, Birmingham
Ward	Bordesley and Highgate
Site area	7.82 hectares
Existing use(s)	Vacant site (former industrial)
Proposed use(s)	Mixed use – residential led
Indicative capacity	3,000 dwellings
Development timeframe (HELAA 2023)	5-10 years = 1,500 dwellings 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

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).

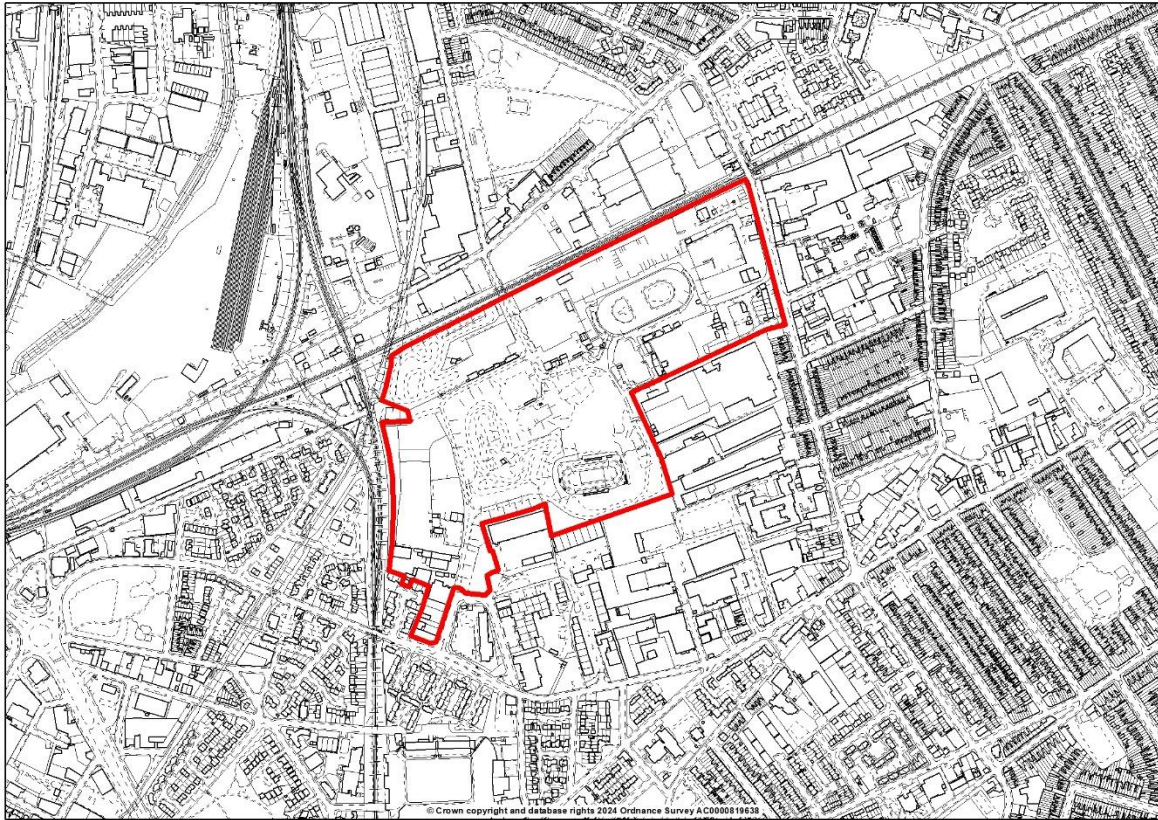


Growth Zone 13: Bordesley Park

Former Wheels site

HELAA 2023 Site Reference	2748
Growth Zone	Bordesley Park

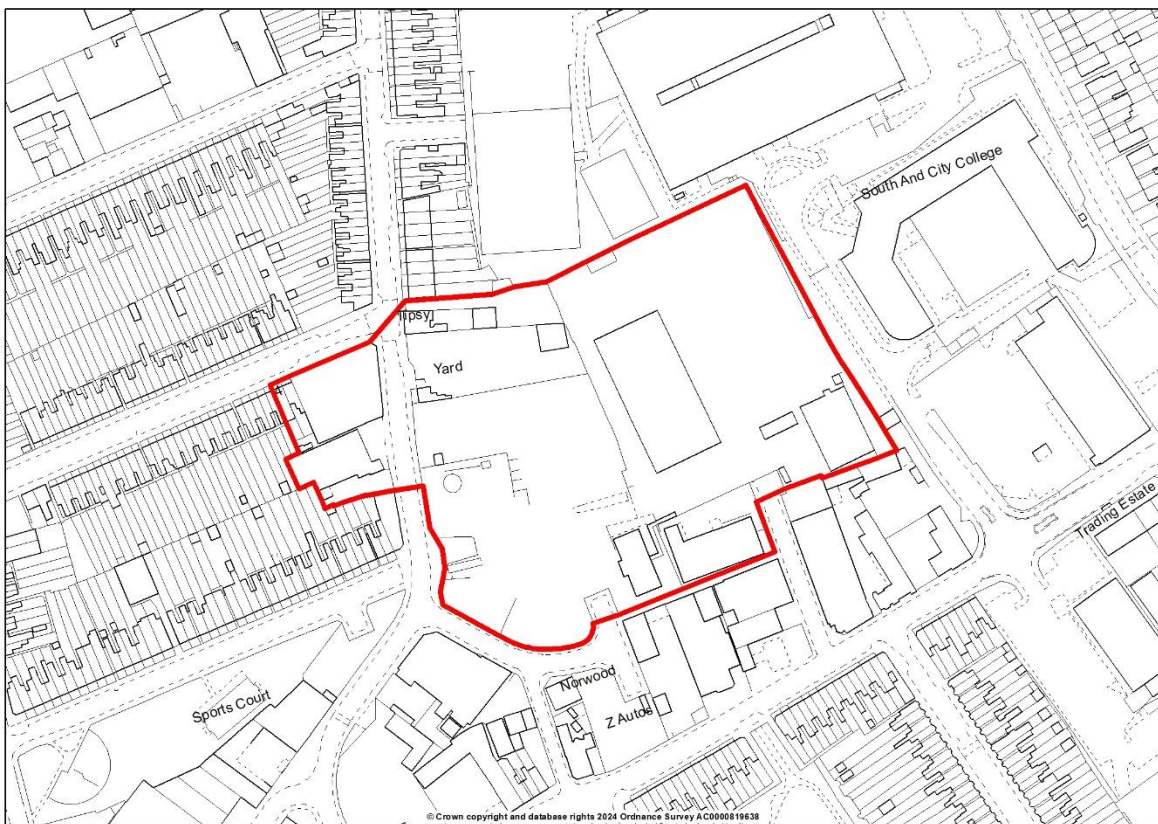
Site name	Former Wheels Site
Site address	Adderley Road South
Ward	Bordesley and Highgate
Site area	16 hectares
Existing use(s)	Vacant former leisure facility and various industrial uses
Proposed use(s)	IndustrialEmployment uses)
Indicative capacity	Net developable area = 16 hectares
Development timeframe (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

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.

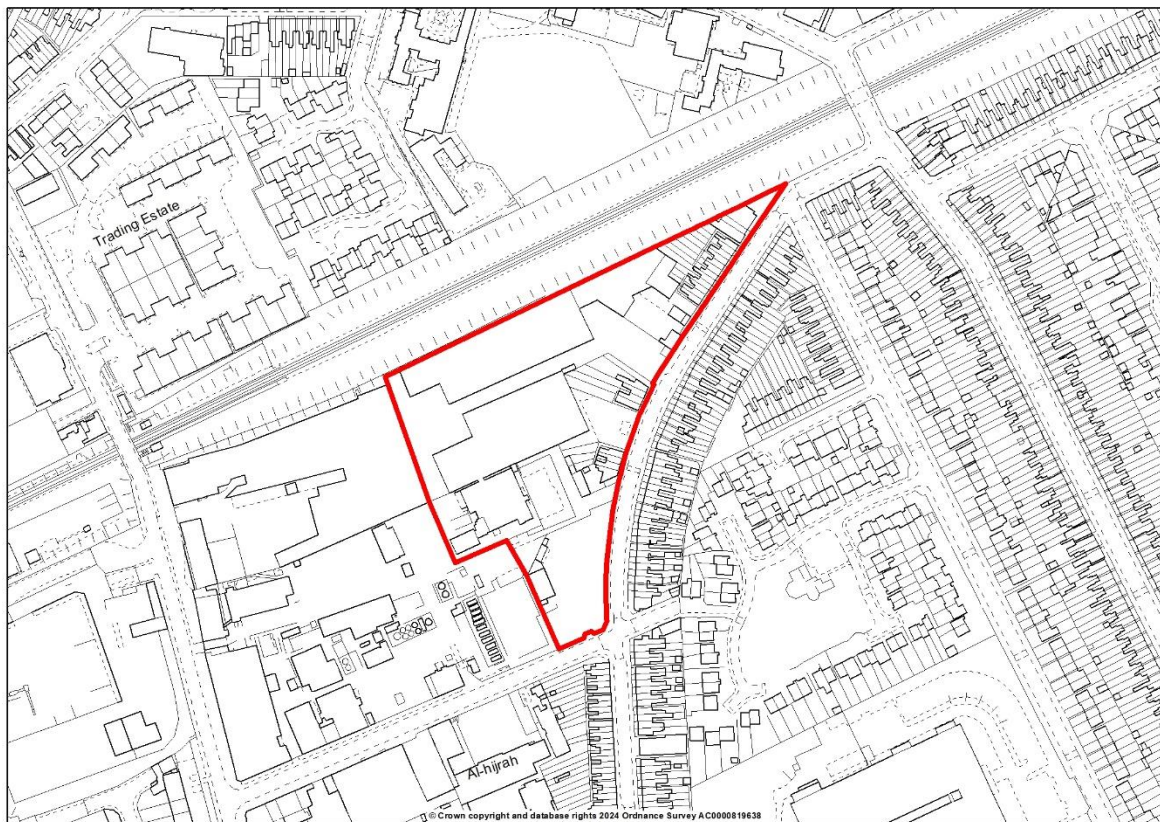
Constraints	Site assembly and demolition required. The need for any site contamination/remediation to be investigated.
Site requirements	<ul style="list-style-type: none"> • Site assembly and potential remediation. • Consider relationship with existing local centre uses to the south and opportunities 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

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

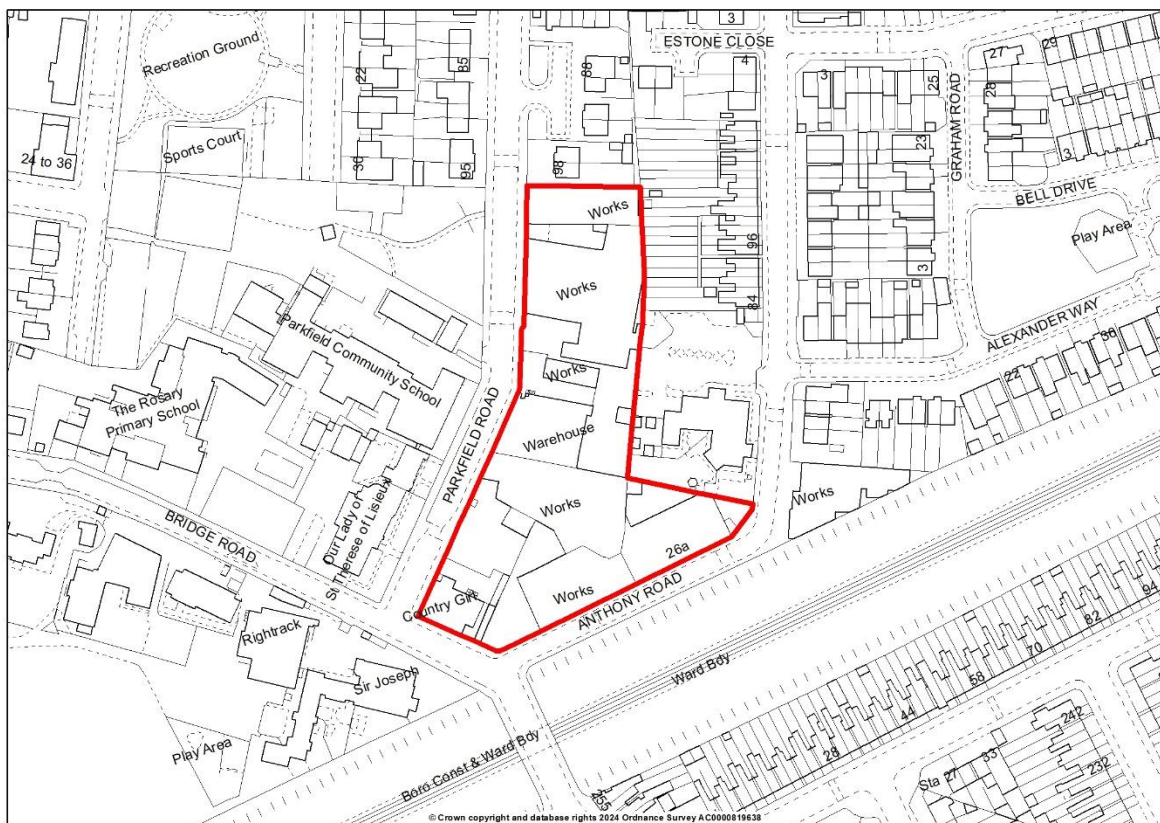
Indicative capacity	77 dwellings
Development timeframe (HELAA 2023)	5 -10 years
Supporting documents	Bordesley Park Area Action Plan (2020)
Reasons for allocation	Allocated in the Bordesley Park AAP. Development will contribute to meeting the housing needs of the area.
Constraints	Site assembly and potential 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

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

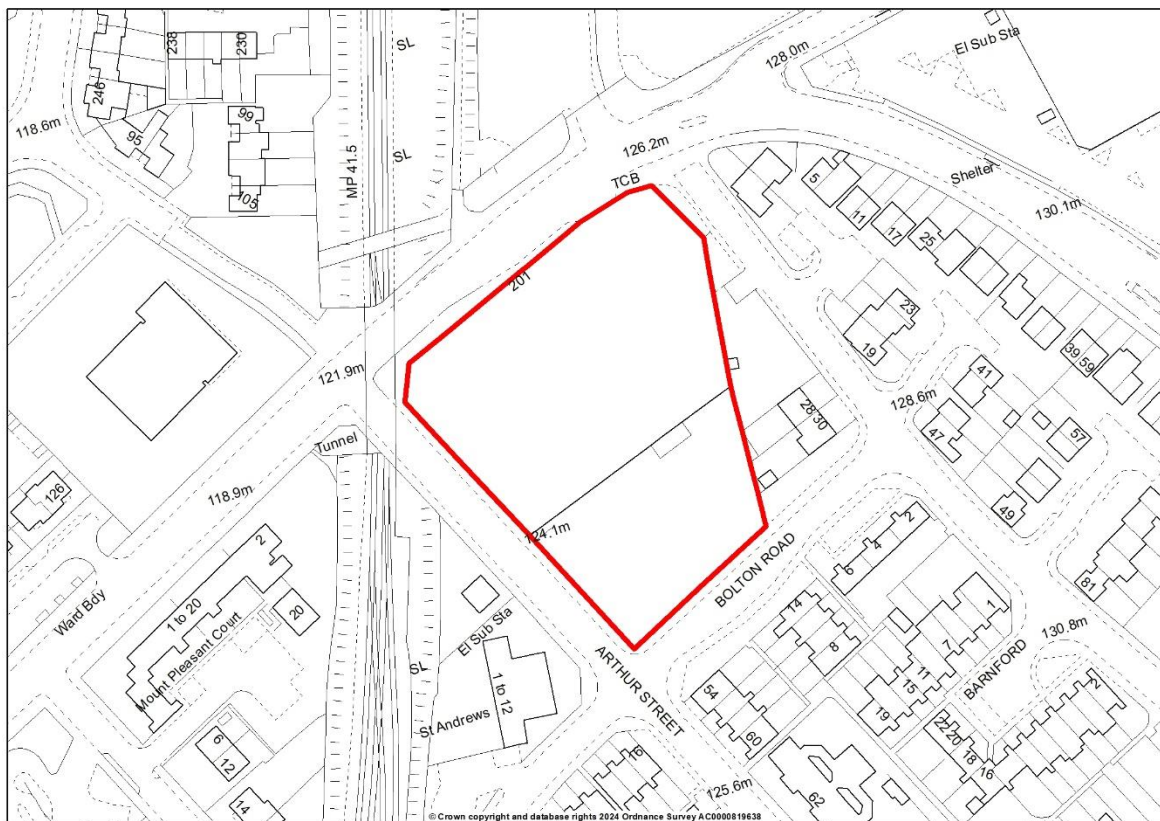
Existing use(s)	Older industrial premises now mainly occupied by vehicle repair and dismantling businesses and former public house in residential use
Proposed use(s)	Residential
Indicative capacity	54 dwellings
Development timeframe (HELAA 2023)	5 -10 years
Supporting documents	Bordesley Park Area Action 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

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

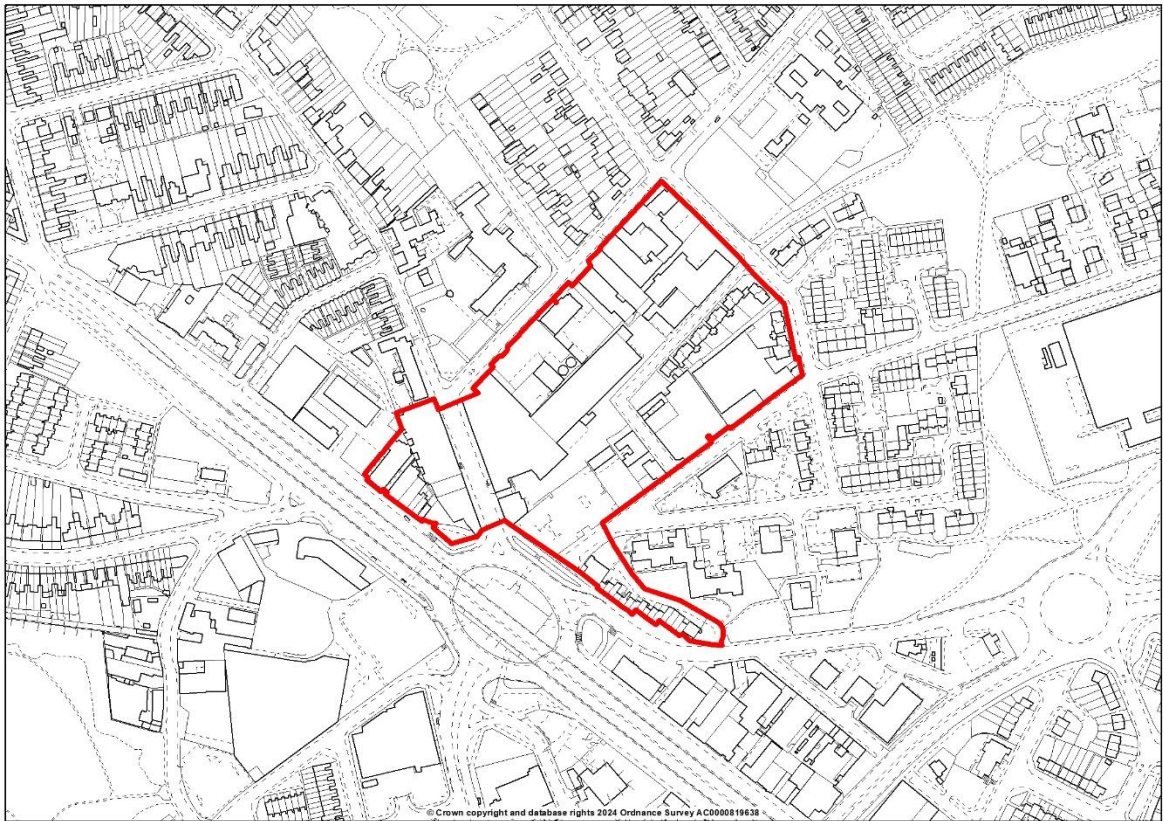


Growth Zone 14: Hockley and Soho Hill

Hunters Road and surrounding area

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

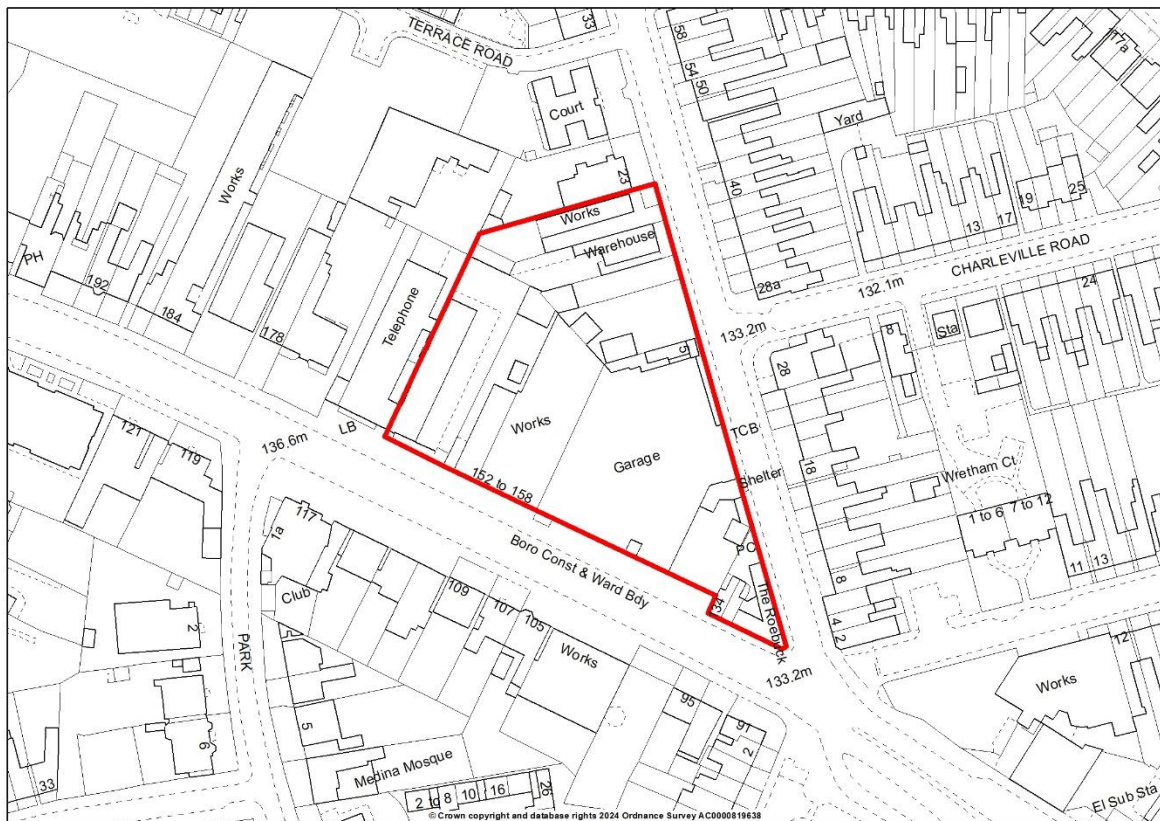
	<p>from the City Centre towards Handsworth. The connection of new homes to pedestrian and cycle routes will encourage residents to adopt sustainable means of travel and lessen car dependency.</p> <ul style="list-style-type: none"> • Replace the parade of shops situated on the junction of Farm Street 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

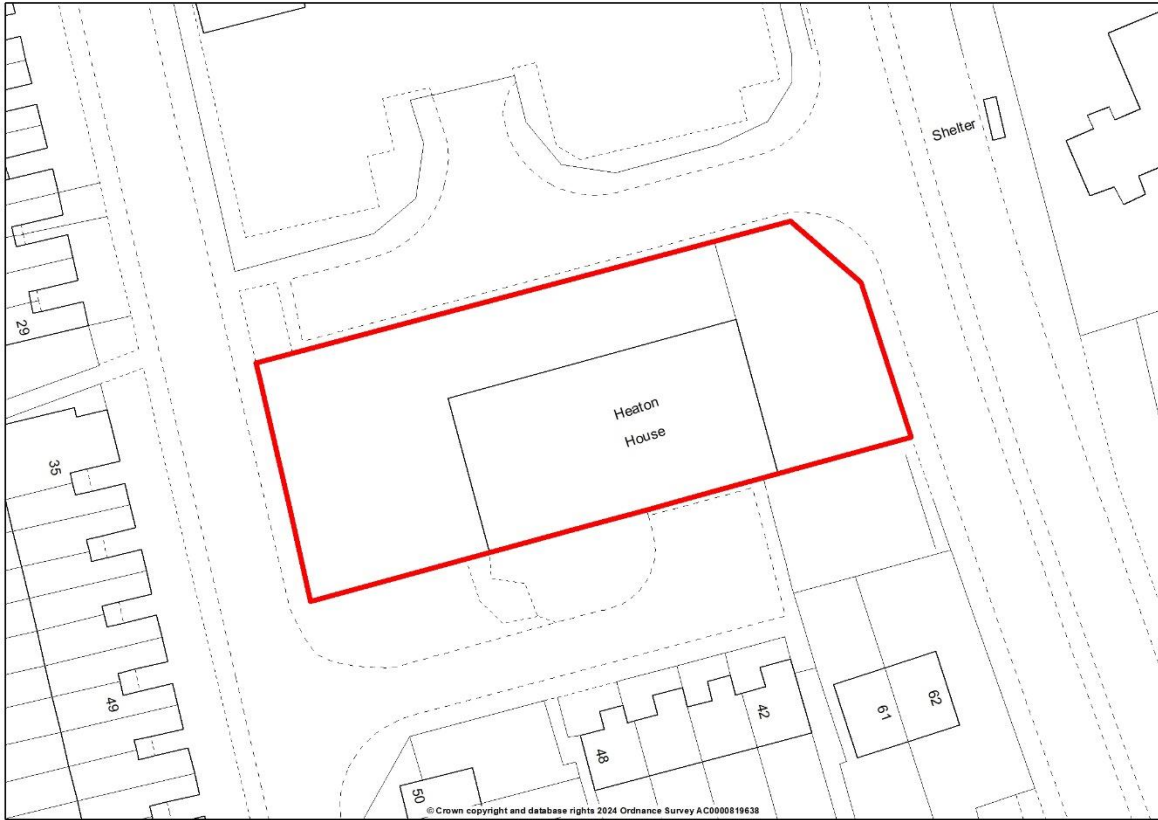
HELAA 2023 Site Reference	N593
Growth Zone	Hockley & Soho Hill
Site name	Junction of Hamstead Road and Soho Hill

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

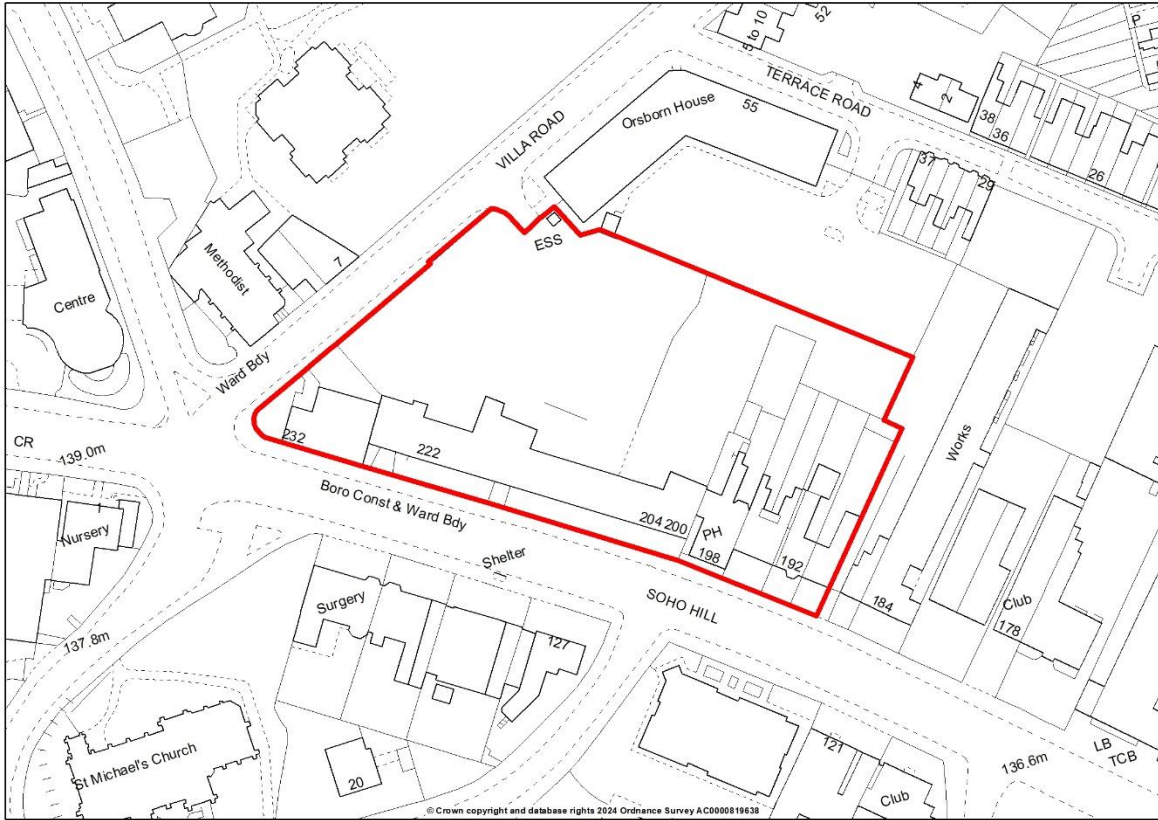
HELAA 2023 Site Reference	2451
Growth Zone	Hockley & Soho Hill
Site name	Heaton House
Site address	Heaton Street, Hockley, Birmingham B18
Ward	Soho & Jewellery Quarter
Site area	0.19 ha (adjacent to Muhammed Ali Sports Centre and Icknield St allocation)
Existing use(s)	Wholesaler retail
Proposed use(s)	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

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

<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

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	<p>The areas immediately surrounding the Hockley Flyover have been identified in the Central Birmingham Framework 2023 as a key location for transformation.</p> <p>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.</p> <p>As part of the Call for Sites process in 2022, the site adjacent to the Muhammed Ali Sports Centre was submitted.</p>

	<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 include 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.

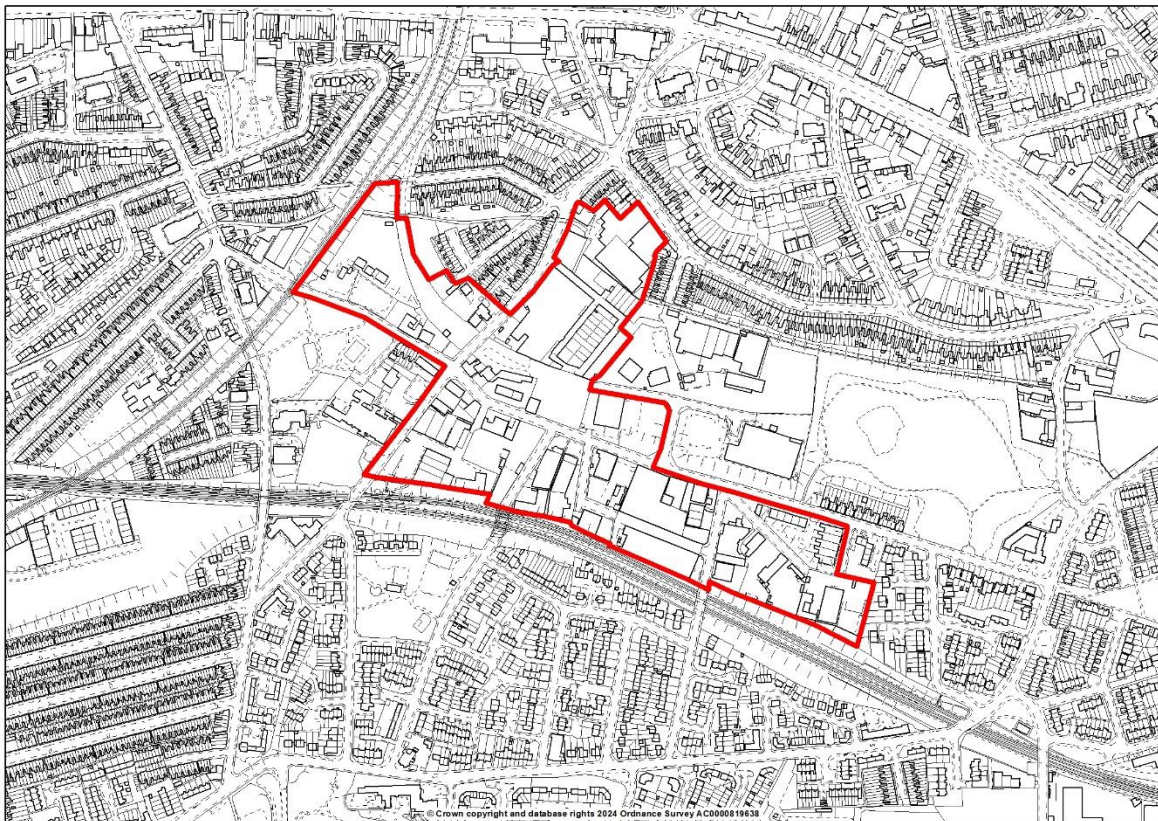


Growth Zone 15: Gib Heath

Gib Heath

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

	<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

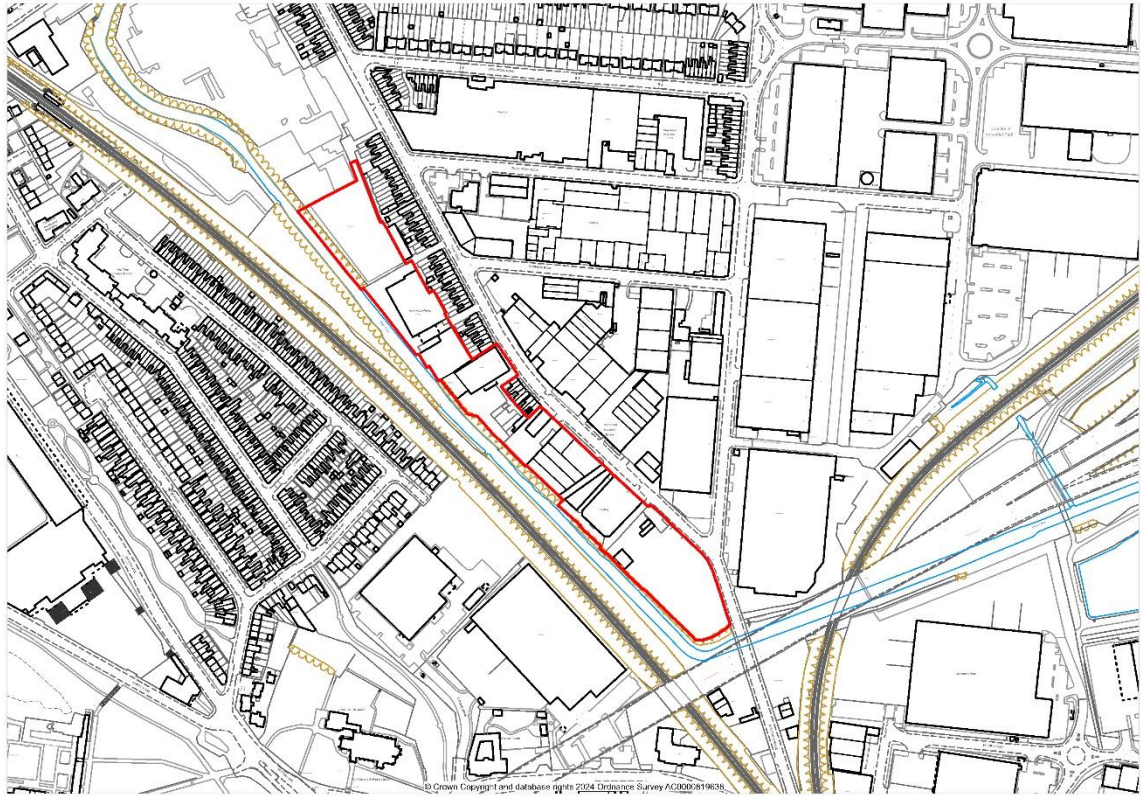
HELAA 2023 Site Reference	3041
Growth Zone	Villa Park and Witton Local Centre Growth Zone
Site name	Site on Witton Road adjacent to entrance to Witton railway station
Site address	Witton Road to Manor Road car Park, Witton, B6 6QT
Ward	Aston
Site area	0.95 hectares
Existing use(s)	Hand Car Wash, residential, 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

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

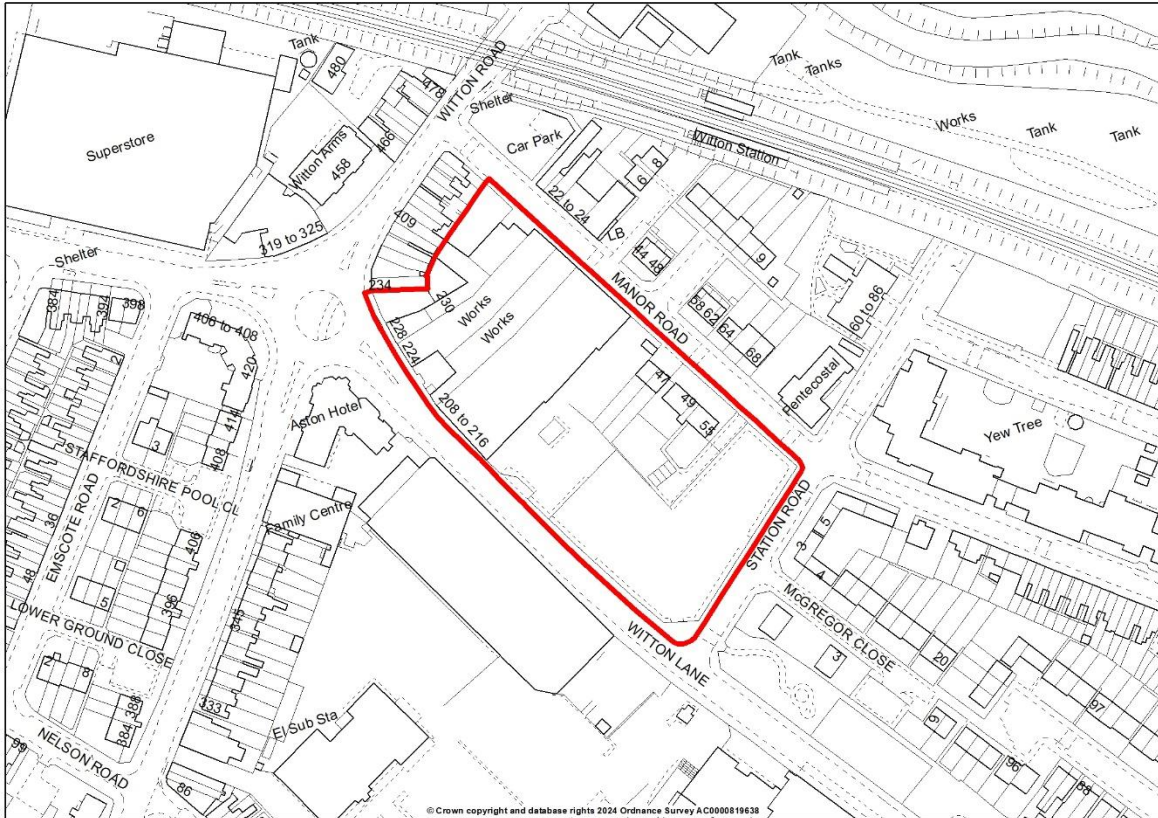
Site requirements	<ul style="list-style-type: none"> • Developments will need to provide a positive relationship with the river, allowing space for the easement as set out in Policy GZ17 and also facilitate the provision of a walking and cycling route along the waterway. • Development will need to be 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

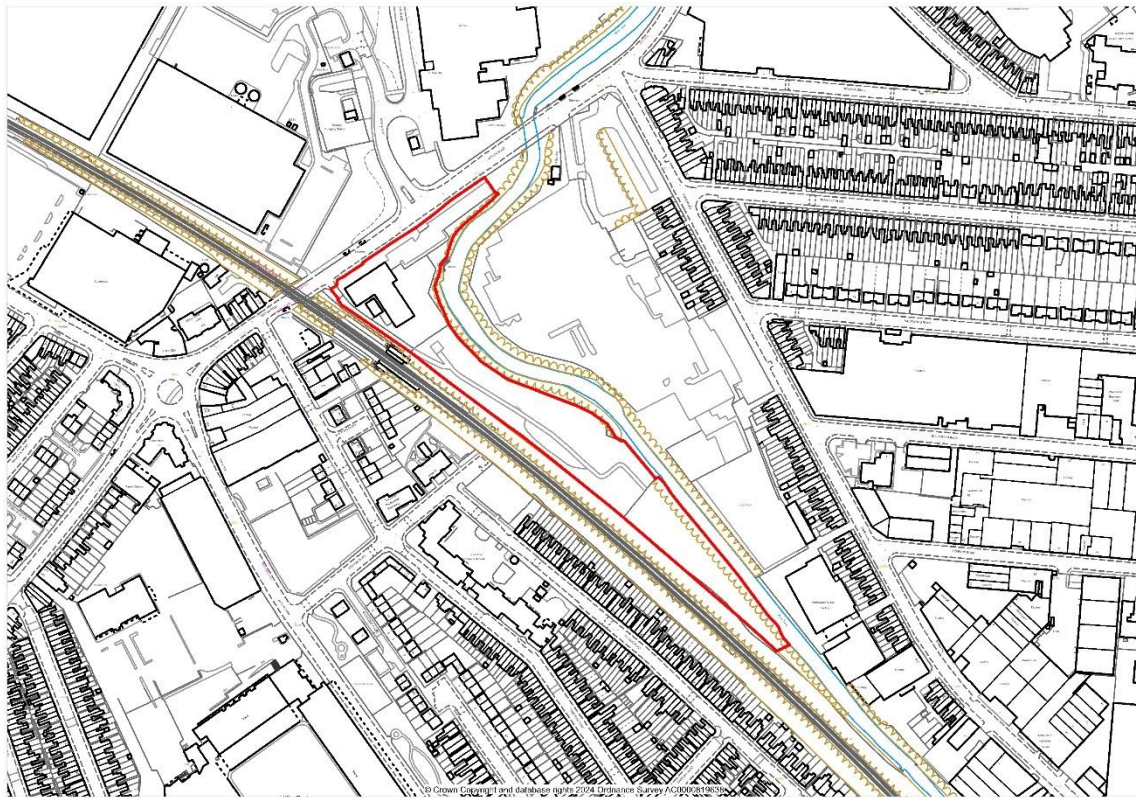
HELAA 2023 Site Reference	3037
Growth Zone	Villa Park and Witton Local Centre
Site name	Corner of Witton Road and Witton Lane
Site address	208-216 Witton Ln, Birmingham B6 6QE
Ward	Aston
Site area	1.36 hectares
Existing use(s)	Vehicle servicing, banqueting hall and surface level car park
Proposed use(s)	Mixed town centre uses and residential
Indicative capacity	81 dwellings

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

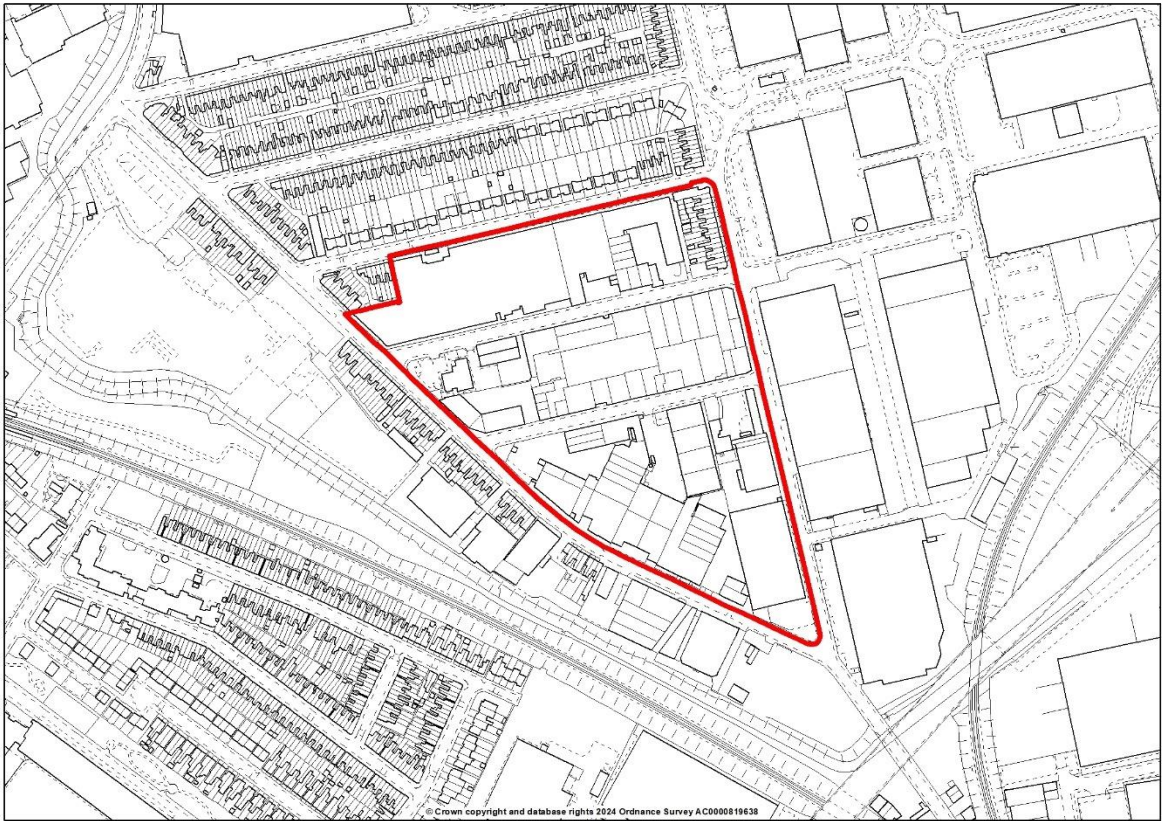
HELAA 2023 Site Reference	3048
Growth Zone	Villa Park and Witton Local Centre
Site name	Land along River Tame
Site address	Land between railway line and River Tame
Ward	Aston
Site area	1.7 Ha
Existing use(s)	Green space and one commercial building
Proposed use(s)	Residential
Indicative capacity	103 dwellings
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

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

	<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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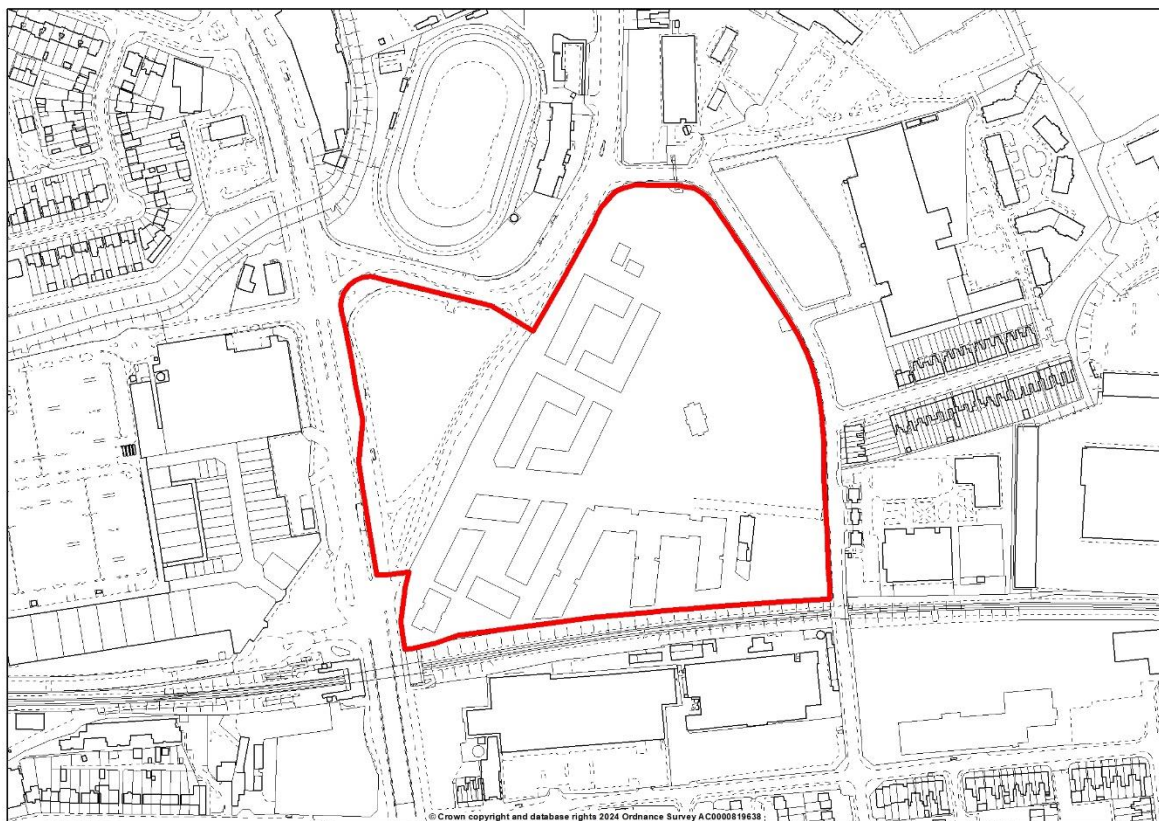


Growth Zone 17: Perry Barr

Perry Barr Village Phase 1

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

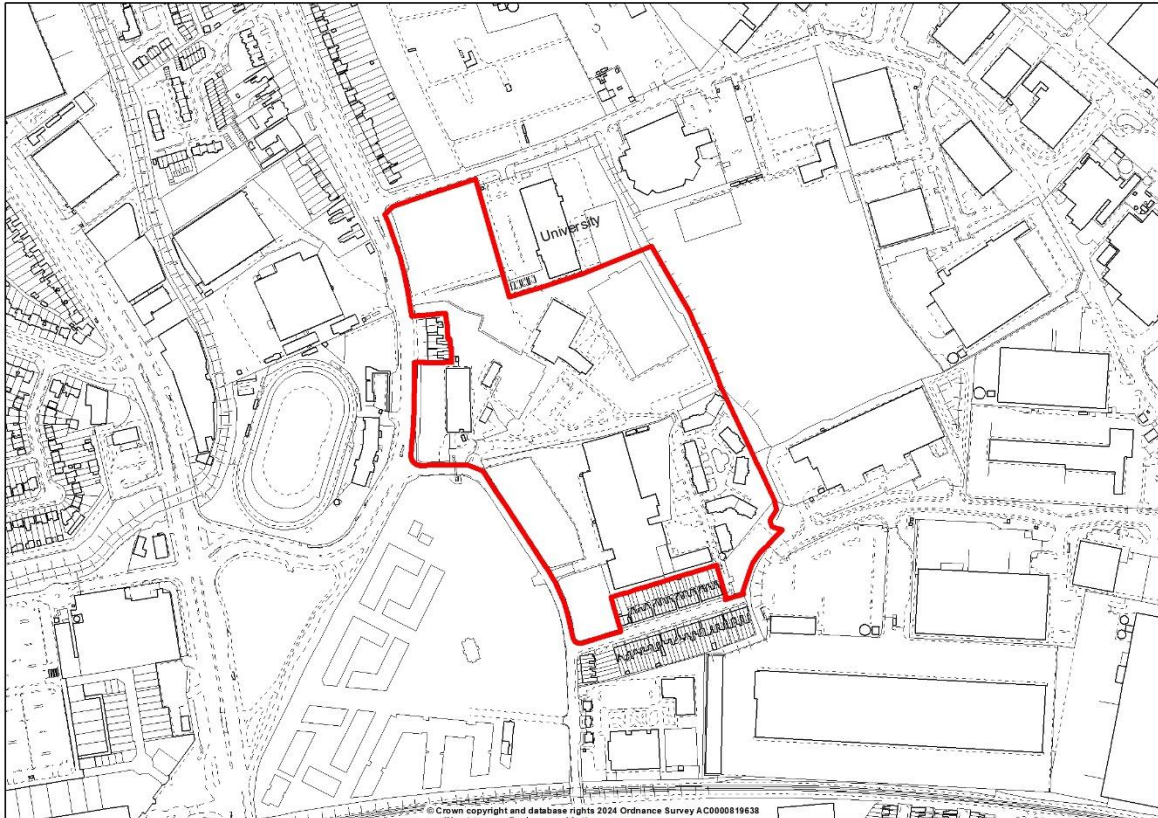
Existing use(s)	Part of the site has been developed to deliver 968 new homes. The remainder provides further cleared and serviced plots, as well as a retained former public house.
Proposed use(s)	Residential
Indicative capacity	983 dwellings
Development timeframe (HELAA 2023)	0-5 years
Supporting documents	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

HELAA 2023 Site Reference	N900
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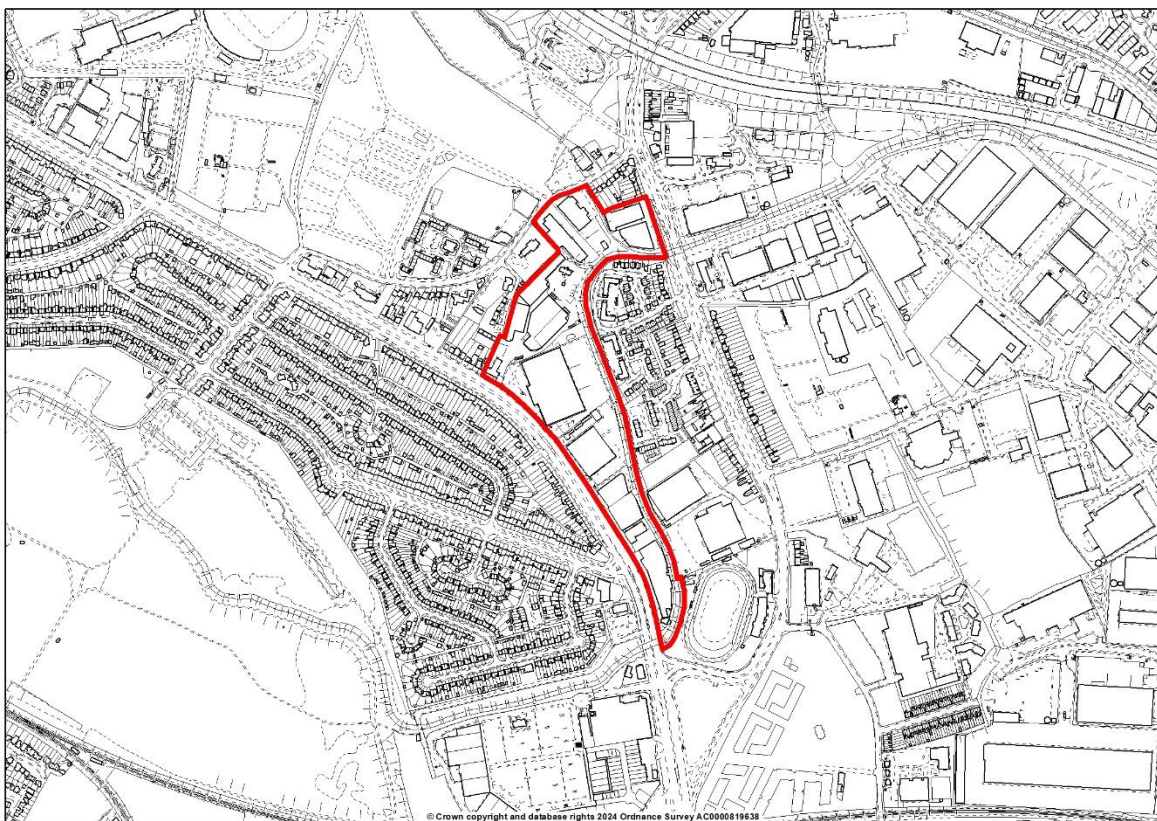
Growth Zone	Perry Barr
Site name	Perry Barr Village Phase 2
Site address	Wellhead Lane, Perry Barr, Birmingham
Ward	Perry Barr
Site area	10.3 Ha
Existing use(s)	Part of the site is cleared. It also includes the former Perry Barr Bus Depot, and former student accommodate at Oscott Gardens which is currently 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

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 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

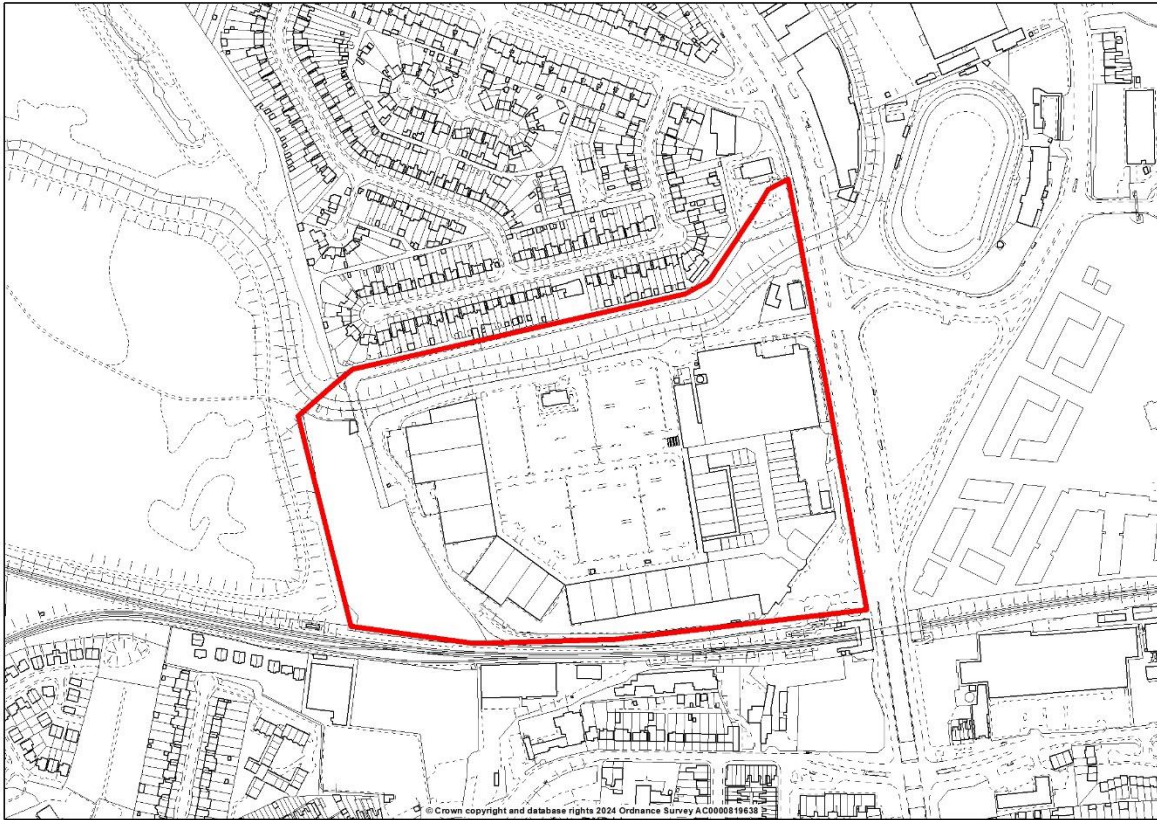
	Flood Zone 3
Site requirements	<ul style="list-style-type: none"> • Contribute to an improved environment along Walsall Road • Introduce walking and cycling routes along the river corridor to deliver a 'green loop' around Perry Barr • Support the naturalisation of the River Tame, providing space for 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

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

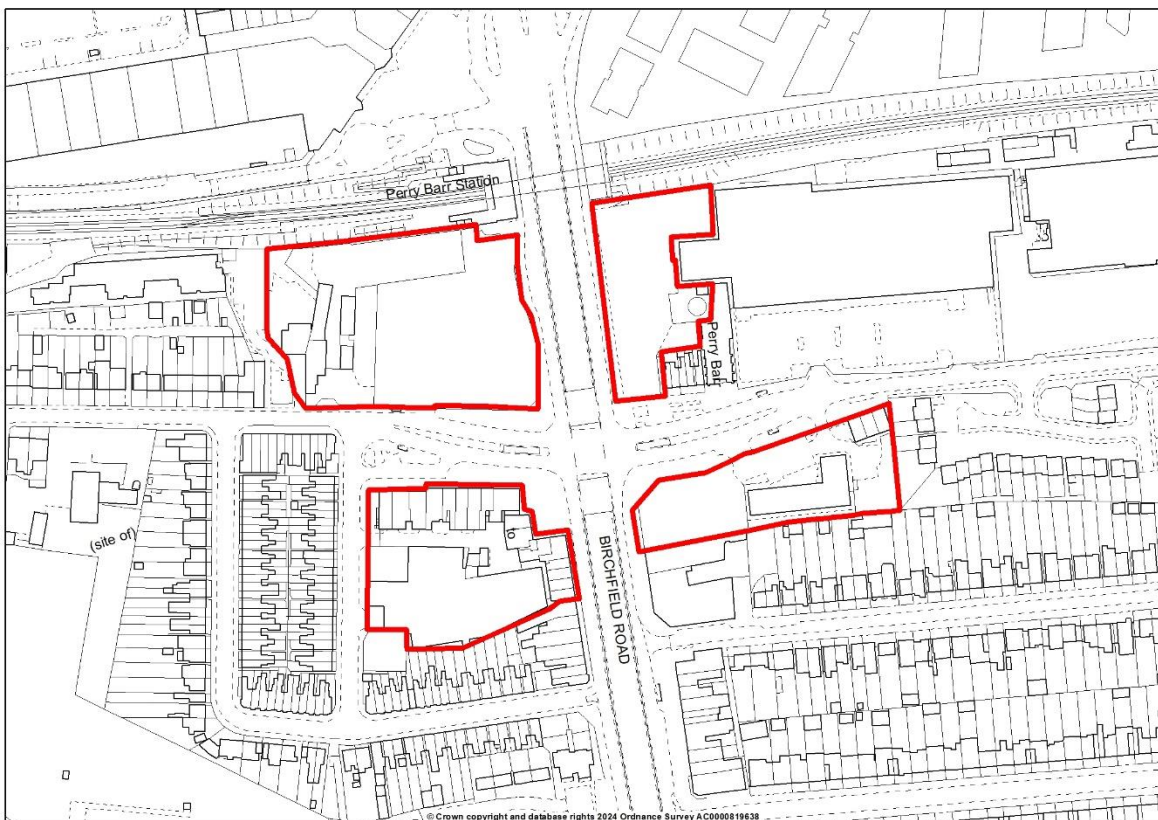
Development timeframe (HELAA 2023)	15+ years
Supporting documents	Perry Barr 2040: Vision for Legacy Masterplan Urban Centres Framework
Reasons for allocation	The city's Urban Centres Framework and the Perry Barr 2040 masterplan identify the potential for phased redevelopment of the site to provide an 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

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

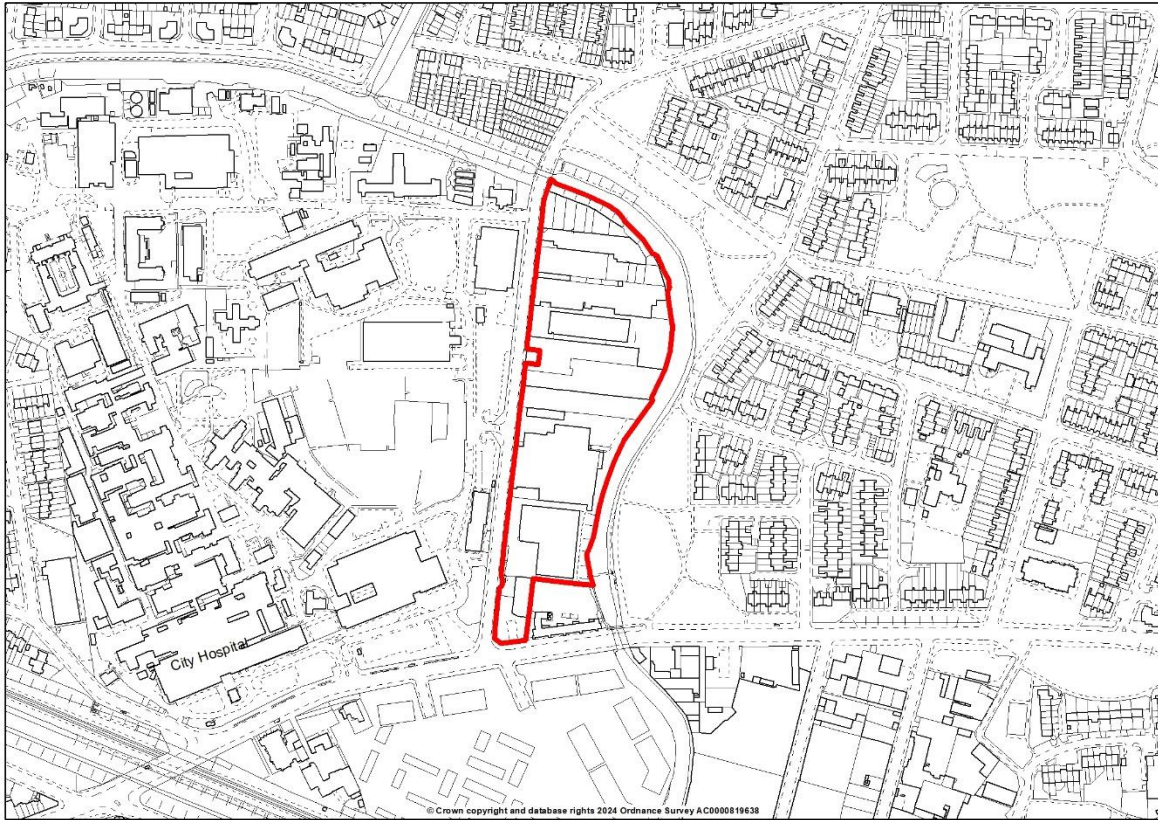
	<p>for this. Reflecting the approach to nearby sites and the significant investment in local infrastructure, high density development would be supported. The Perry Barr 2040: A Vision for Legacy Masterplan supports residential led mixed use development including taller buildings here.</p>
<p>Constraints</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

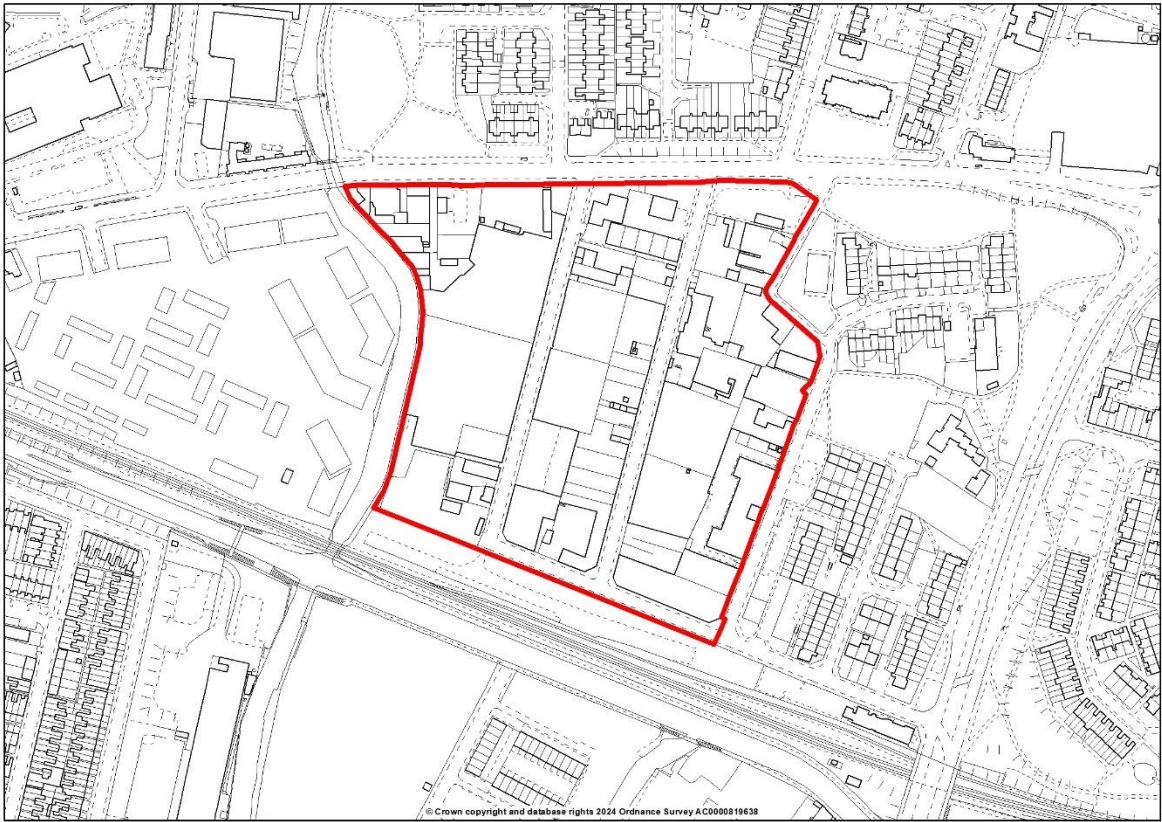
HELAA 2023 Site Reference	3045
Growth Zone	Greater Icknield
Site name	Western Road
Site address	Western Road, Birmingham B18 7QD
Ward	Soho & Jewellery Quarter
Site area	3.23 hectares
Existing use(s)	Industrial Use
Proposed use(s)	Mixed Use
Indicative capacity	182 dwellings
Development timeframe (HELAA 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

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.

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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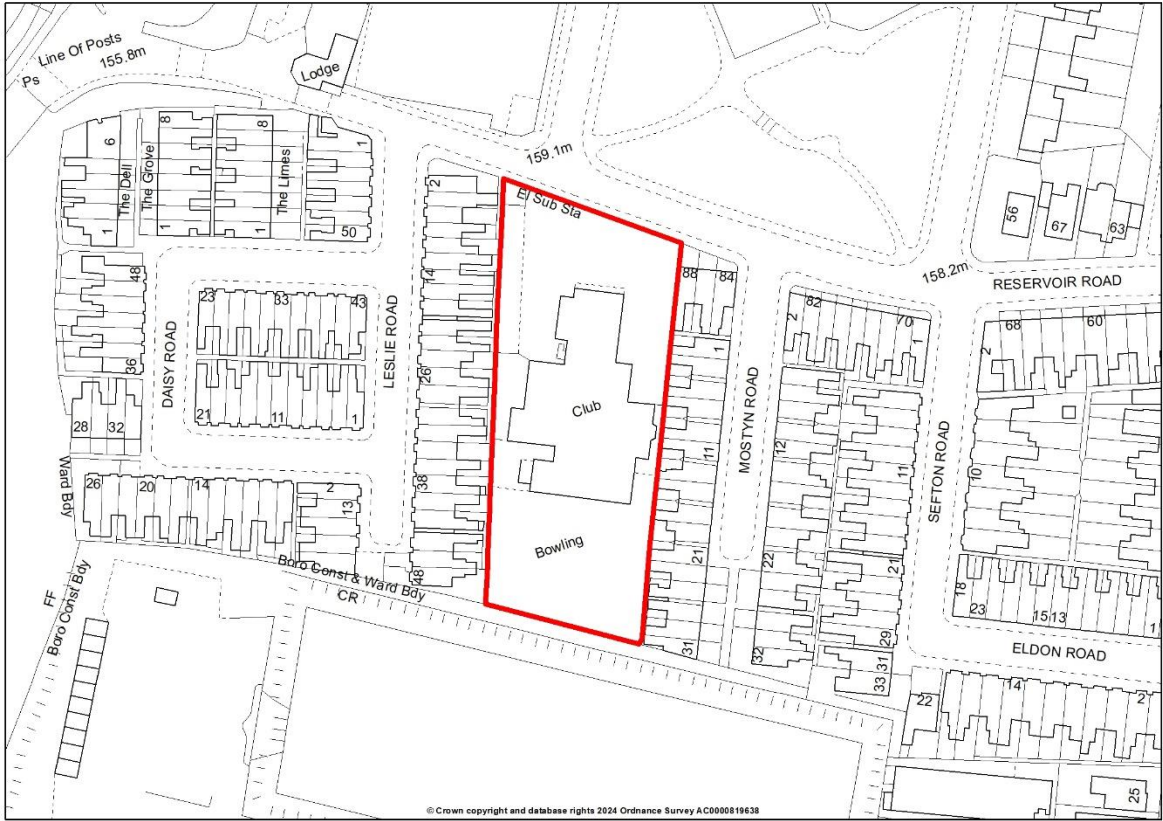


Tower Mount

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

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

	<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

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

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.

	<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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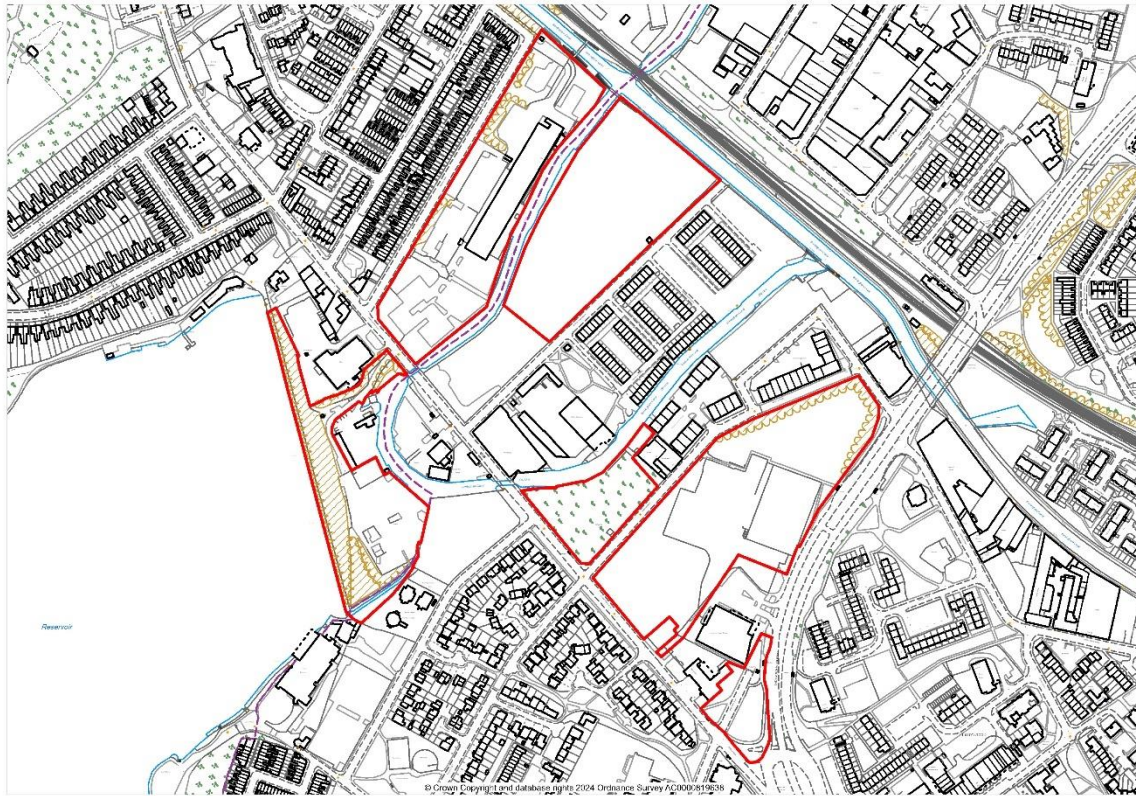
	<ul style="list-style-type: none"> • The preferred solution for car parking and servicing of waterfront buildings is in the form of under crofts or basements that take advantage of the changes in ground levels across the site. • Parking will be provided for reservoir visitors by enhancing and reopening the currently closed waterside car park off Reservoir Road to the southwest of the site • Preferred access from Osner Street.
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Icknield Port Loop (IPL)

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

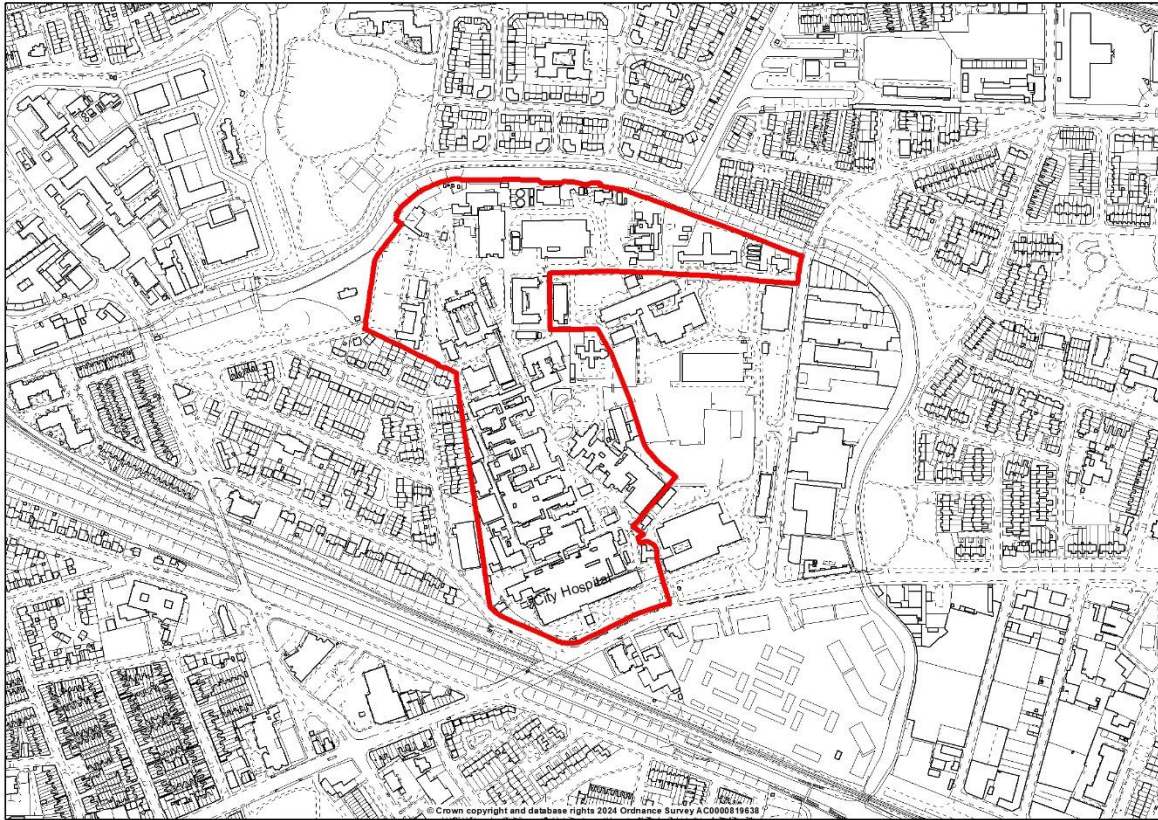
Indicative capacity	Development of up to 1150 dwellings and up to 12,900 sqm of non-residential floorspace. 105 dwellings completed to date, 1045 dwellings remaining.
Development timeframe (HELAA 2023)	0-5 years = 98 dwellings 5-10 years = 947 dwellings
Supporting documents	Greater Icknield Masterplan 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

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.

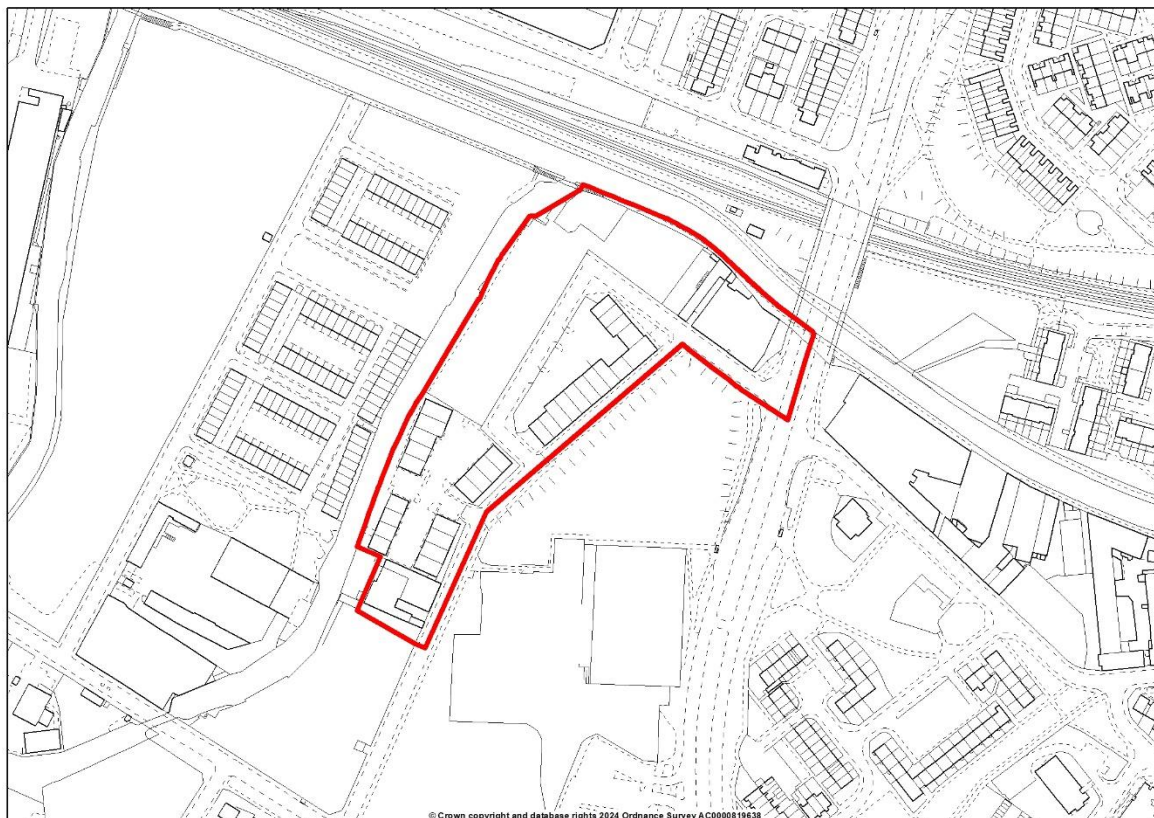
	<p>The canal and Dudley Road are treated as a wildlife corridor. The Gothic Infirmary frontage building facing Dudley Road is a local landmark with strong local historic value, should be retained</p> <p>Possible contamination which will require further contaminated land assessments and remediation strategies.</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

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

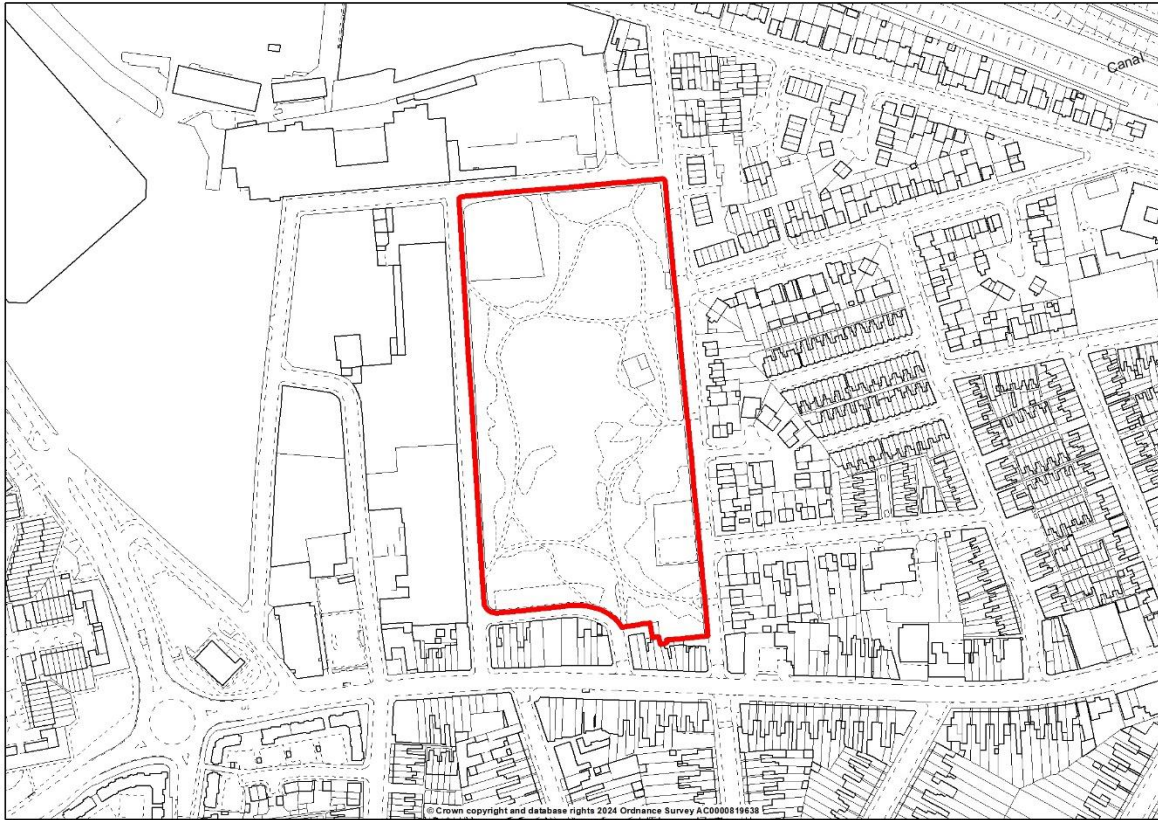
	Possible contamination from previous uses which will require further contaminated land assessments and remediation strategies.
Site requirements	<ul style="list-style-type: none"> • Provision of public realm including a public square and open space which maximises the waterside setting • Improved connectivity 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

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

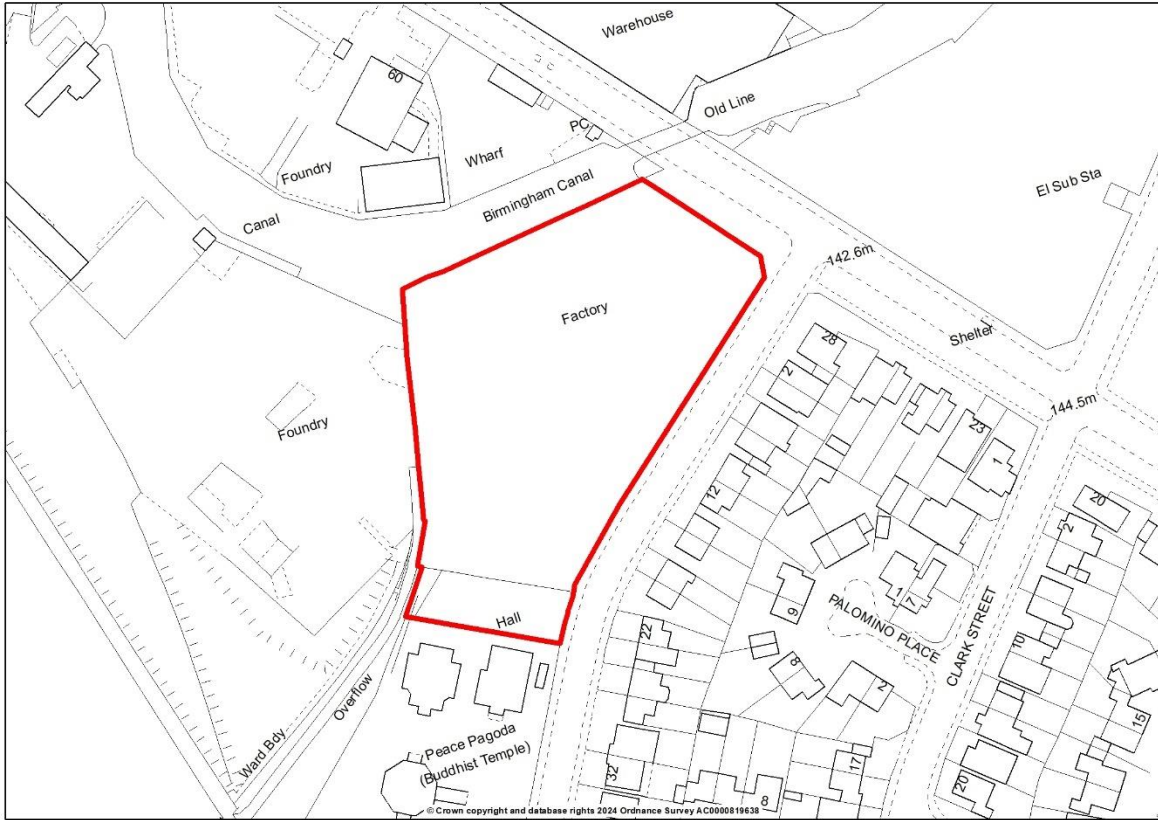
	15+ years = 93 dwellings (remaining capacity)
Supporting documents	Smethwick to Birmingham Framework Corridor (2022)
Reasons for allocation	The site is identified in the Smethwick to Birmingham Corridor Framework (February 2022). The open space is underused and has poor site surveillance.
Constraints	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)

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

	<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.

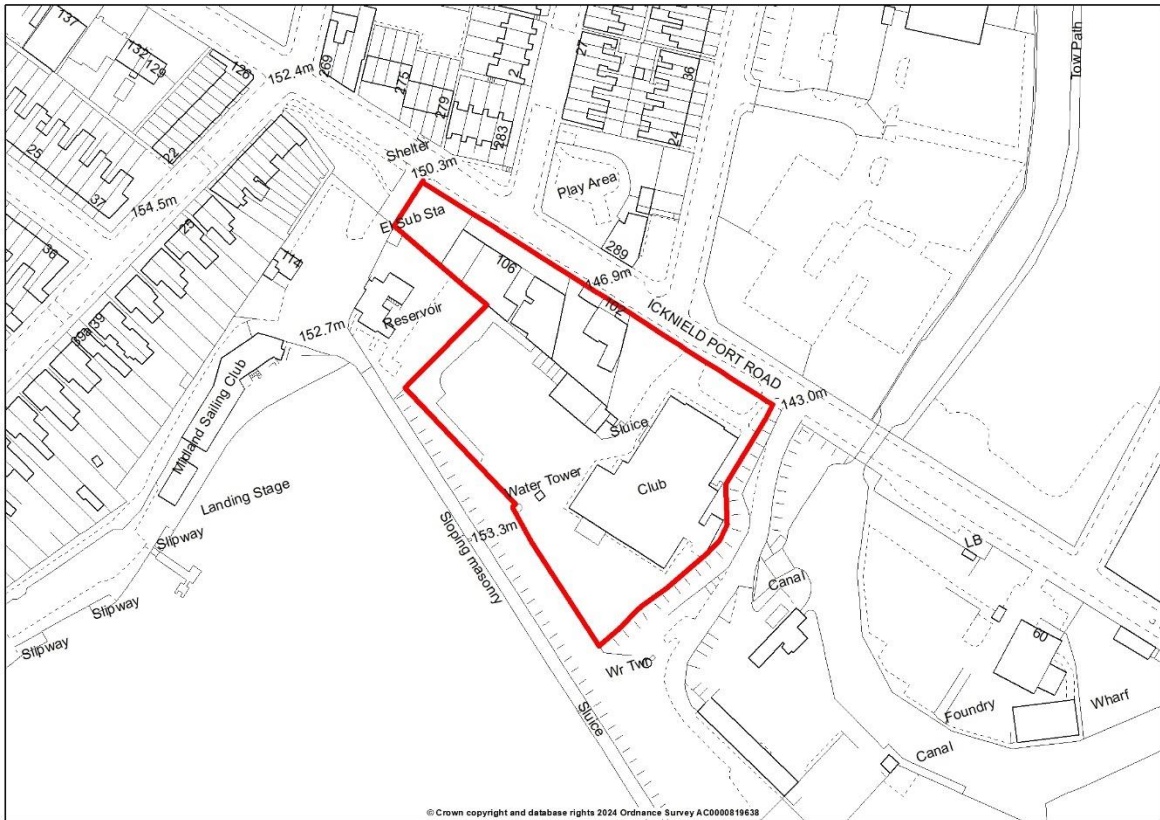


H-Suite Edgbaston

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.

	<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

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

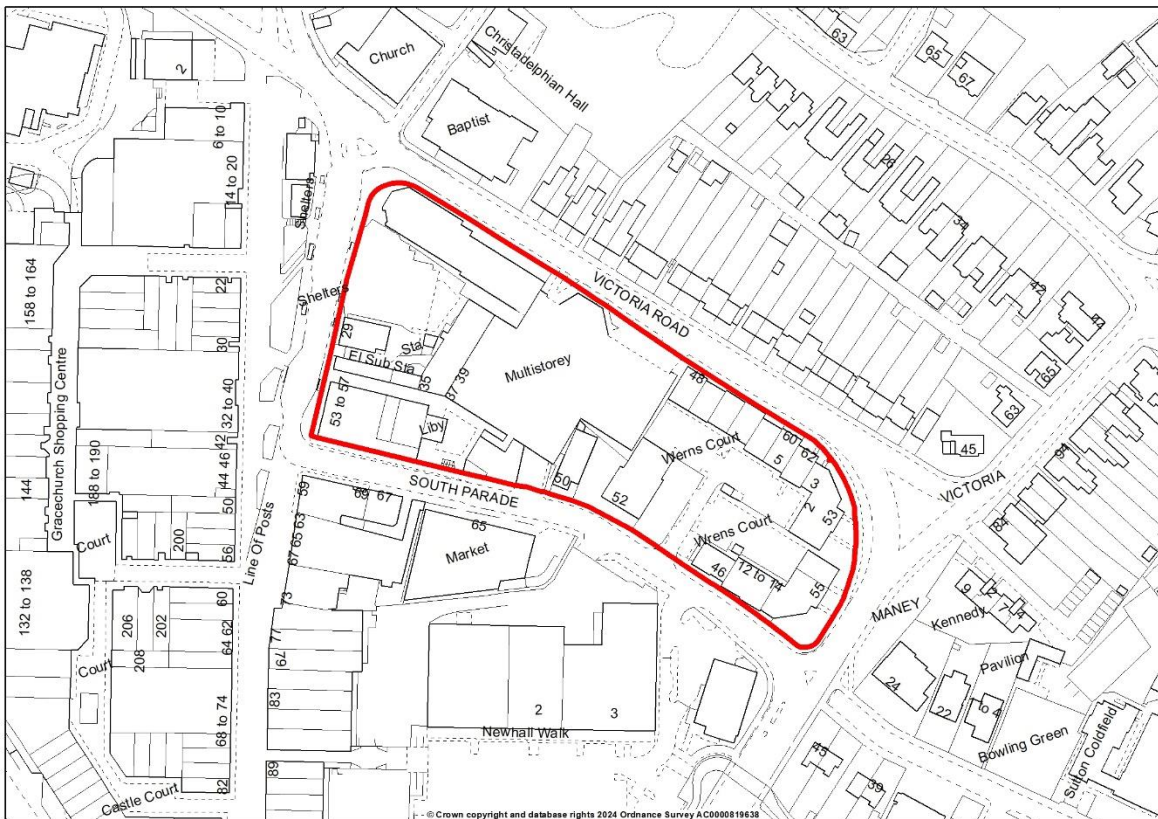
Proposed use(s)	Comprehensive mixed-use redevelopment for main town centre uses including the introduction of residential development
Indicative capacity	168 dwellings 3,061 square metres retail (includes redevelopment of existing retail so not additional floorspace) 18,823 square metres leisure
Development 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

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

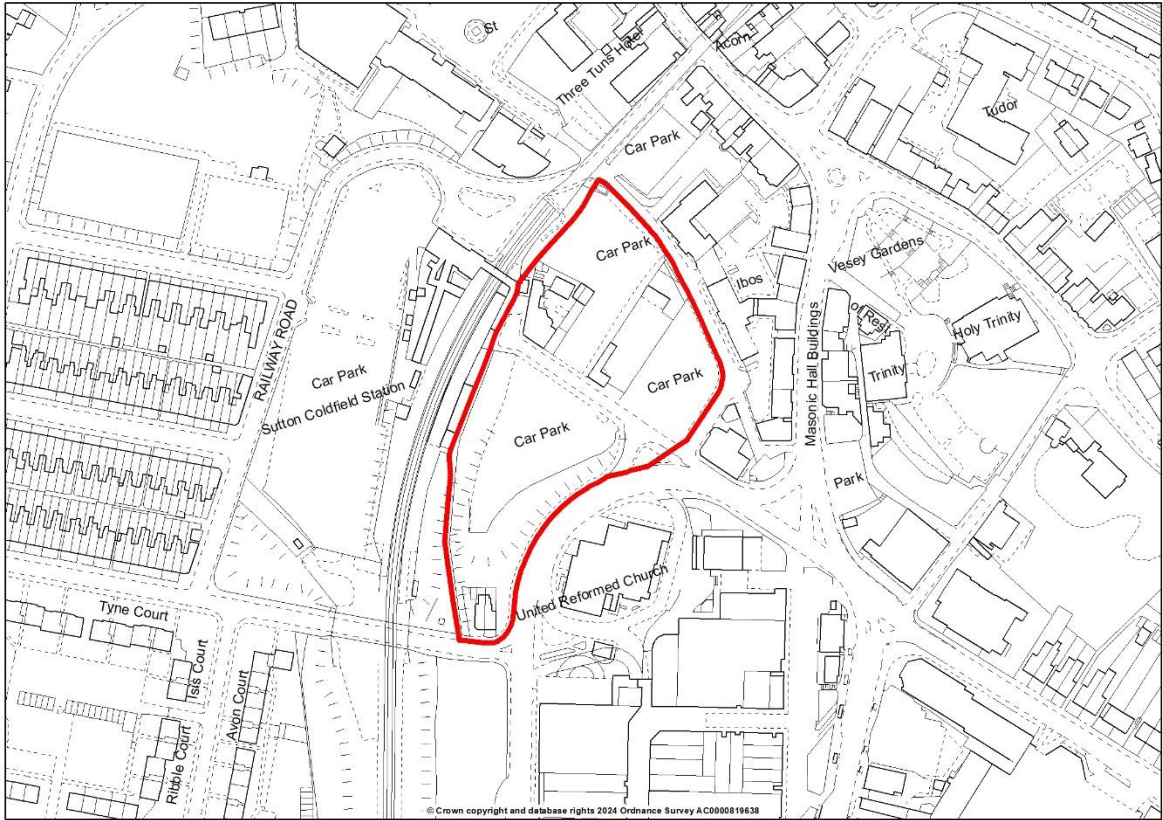
	<ul style="list-style-type: none"> • Parcels of land fronting Victoria Road / Lower Parade / South Parade at the northwest and southern edges of the site are in private ownership.
<p>Site requirements</p>	<p>The development should incorporate a mix of uses, with an emphasis on creating a hub of activity 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

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

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

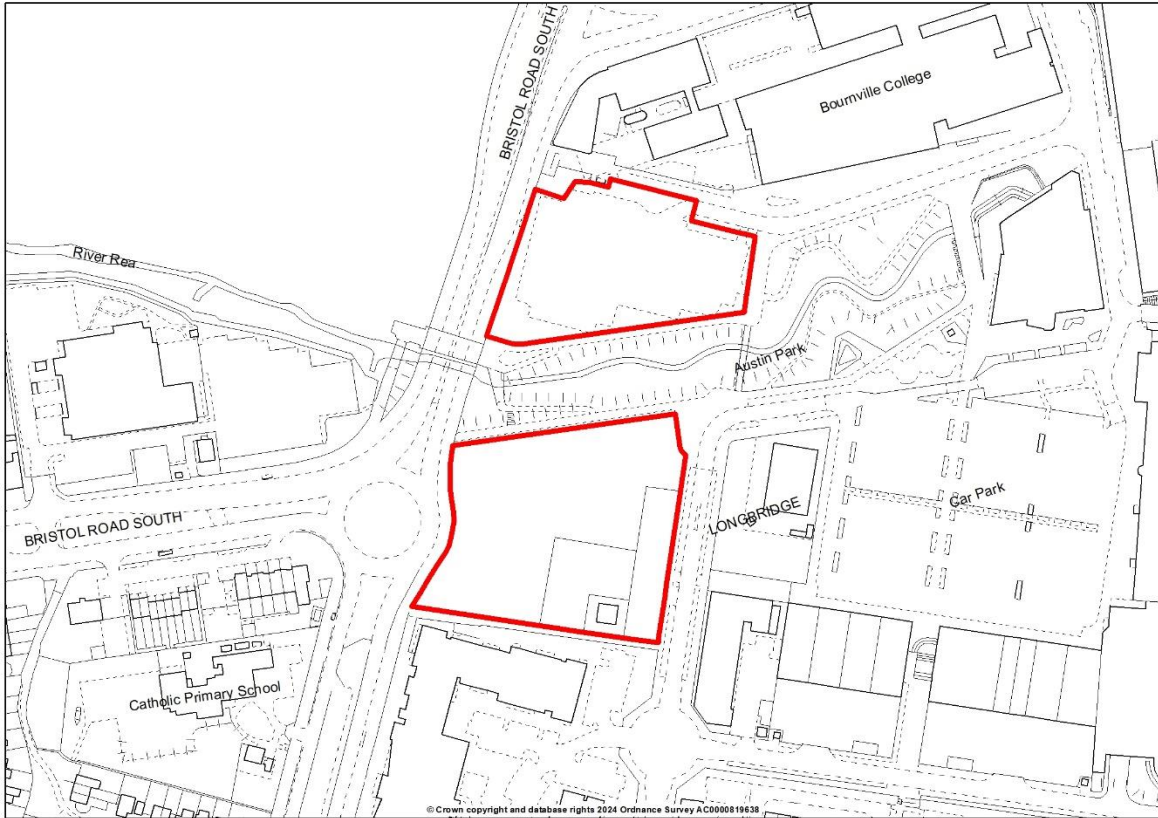
	for allocation to incorporate more on the units fronting onto The Parade to allow for a comprehensive scheme and in recognition of the Council's land ownerships.
Constraints	Plants Brook watercourse. The car park is currently well used and the disposal of this parking would need to be considered as part 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

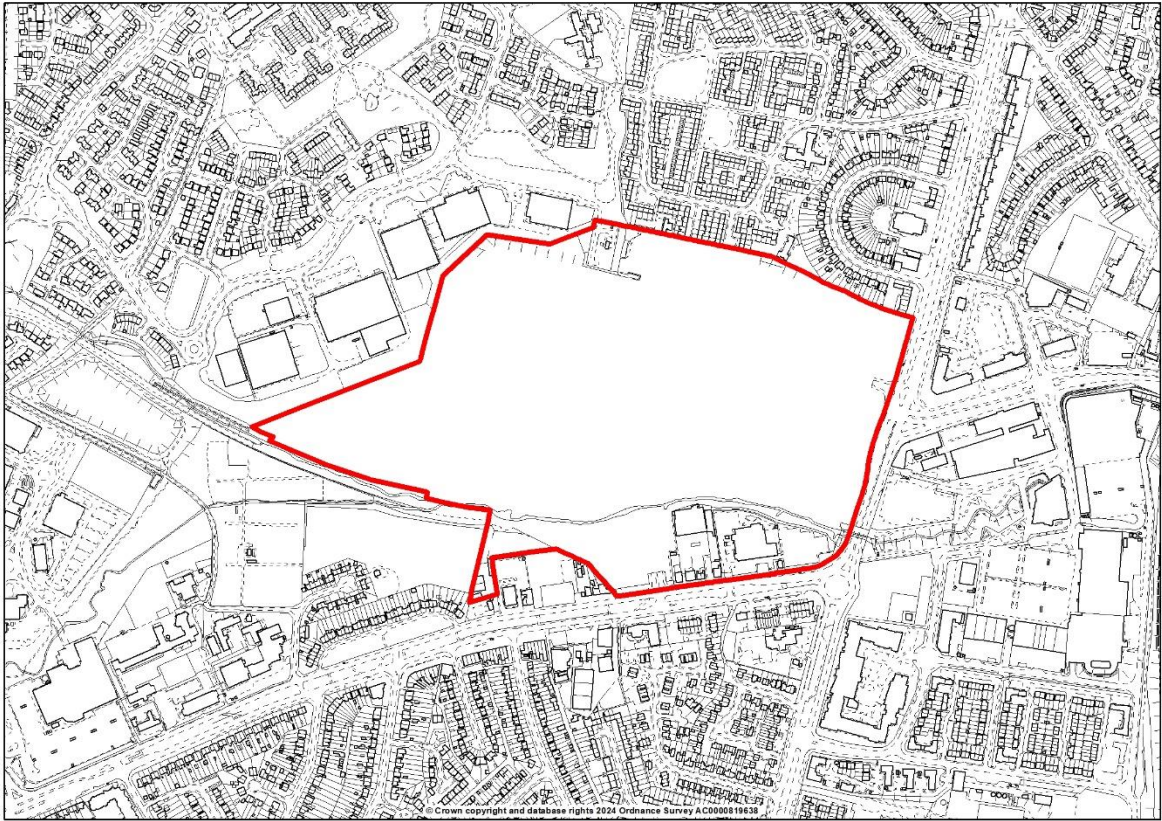
HELAA 2023 Site Reference	2961 and 3006
Growth Zone	Longbridge
Site name	Park Square
Site address	Town Centre, Longbridge
Ward	Longbridge & West Heath
Site area	1.59 Hectares
Existing use(s)	Vacant site ready for development. Previous planning permission for office/commercial development. Now with residential 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

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

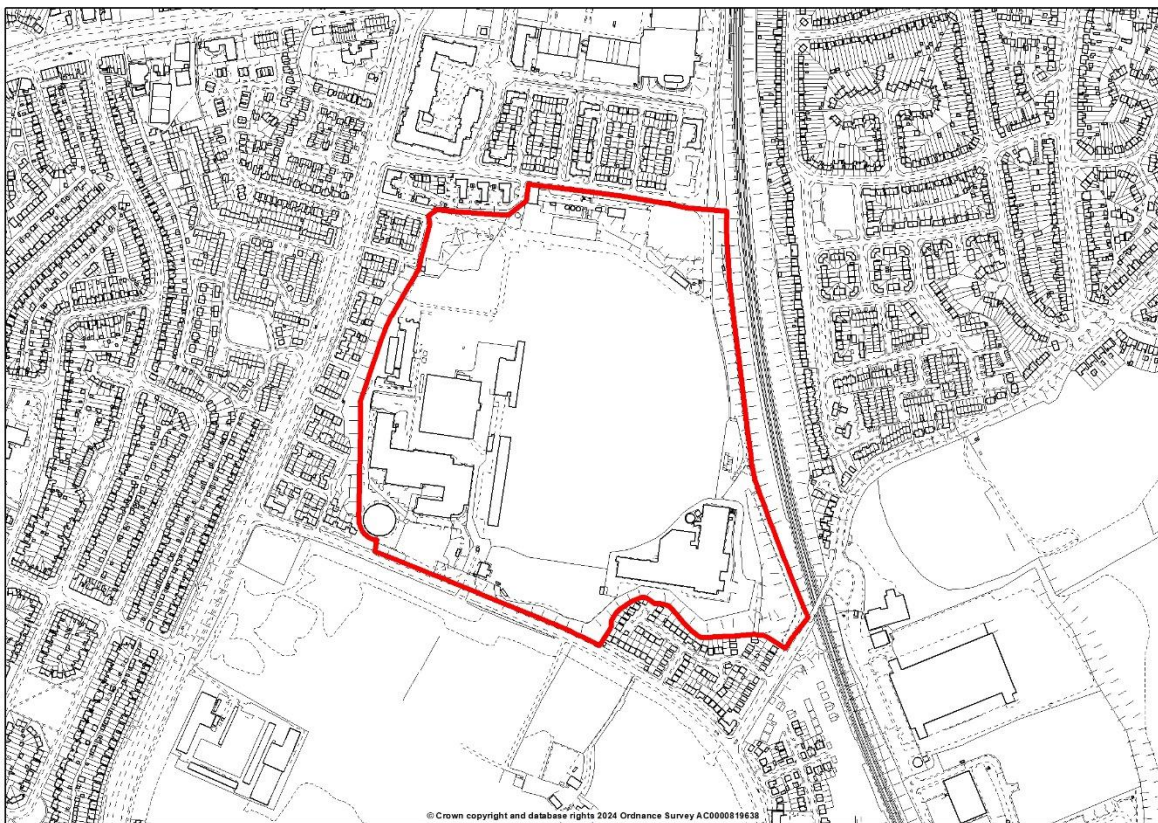
	<p>development, light industry, general industrial and high-quality high technology uses.</p> <ul style="list-style-type: none"> o A maximum of 25,000 sq. m. of offices for firms that support and complement the high technology sector. o A maximum total of 10,000 sq. m. of floorspace for services and 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

HELAA 2023 Site Reference	2471
Growth Zone	Longbridge
Site name	Longbridge MG Site
Site address	Bristol Road South, Longbridge
Ward	Longbridge & West Heath

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

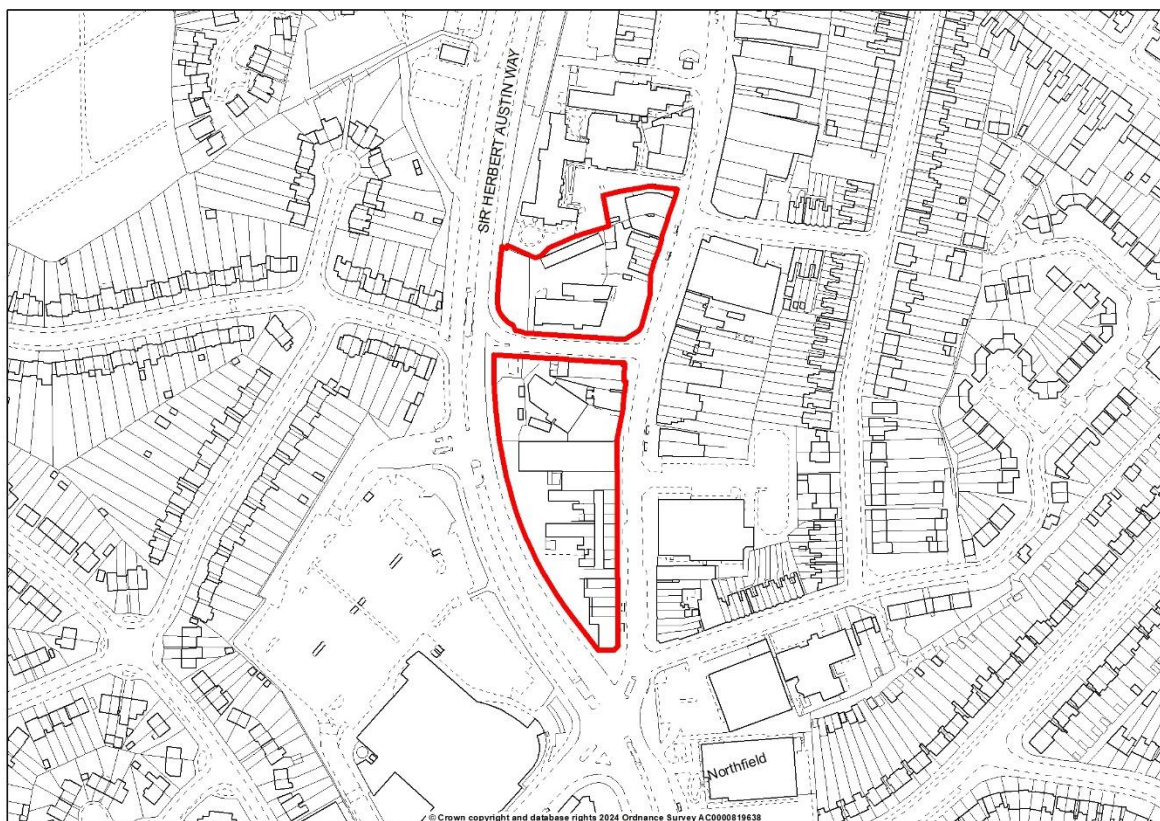
HELAA 2023 Site Reference	3049
Growth Zone	Northfield

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

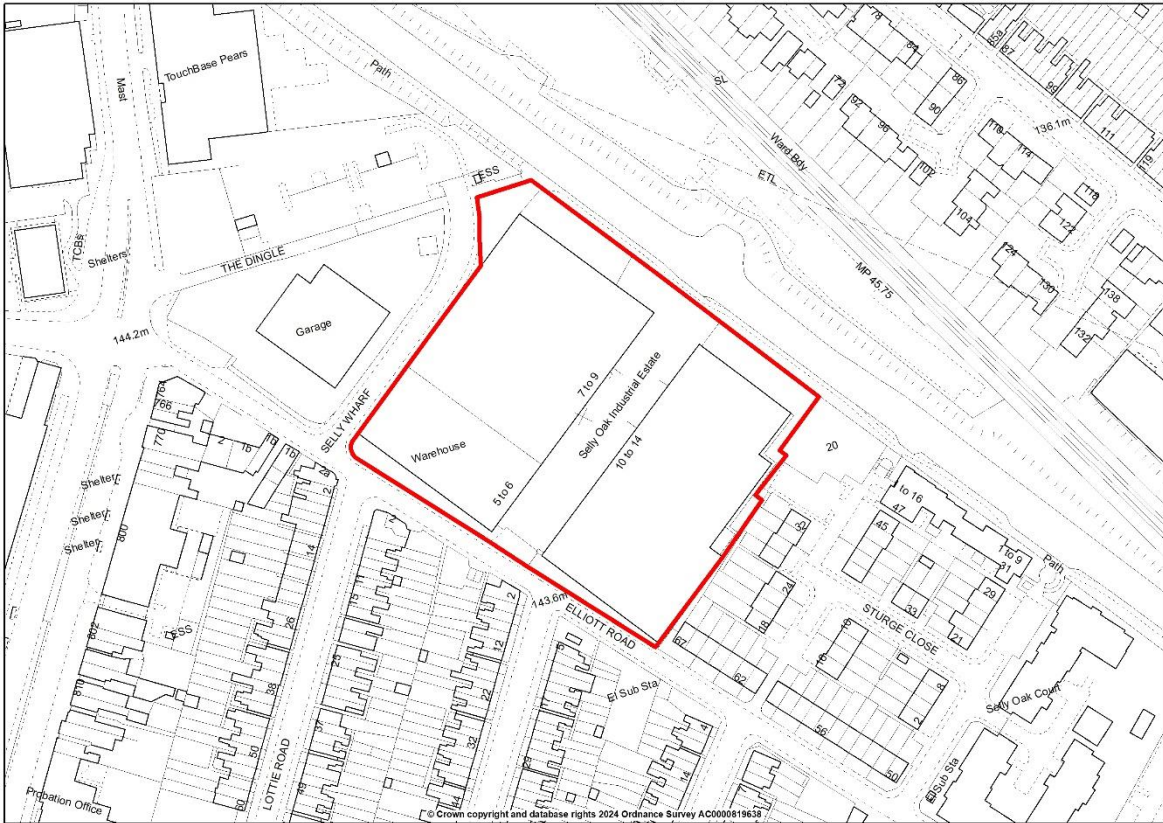
HELAA 2023 Site Reference	3050
Growth Zone	Northfield
Site name	North and South of Lockwood Road
Site address	Lockwood Road/Bristol Road South, Northfield
Ward	Northfield
Site area	1.23 Hectares
Existing use(s)	Retail, commercial, some residential on upper floors, service yards.
Proposed use(s)	Retail, 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

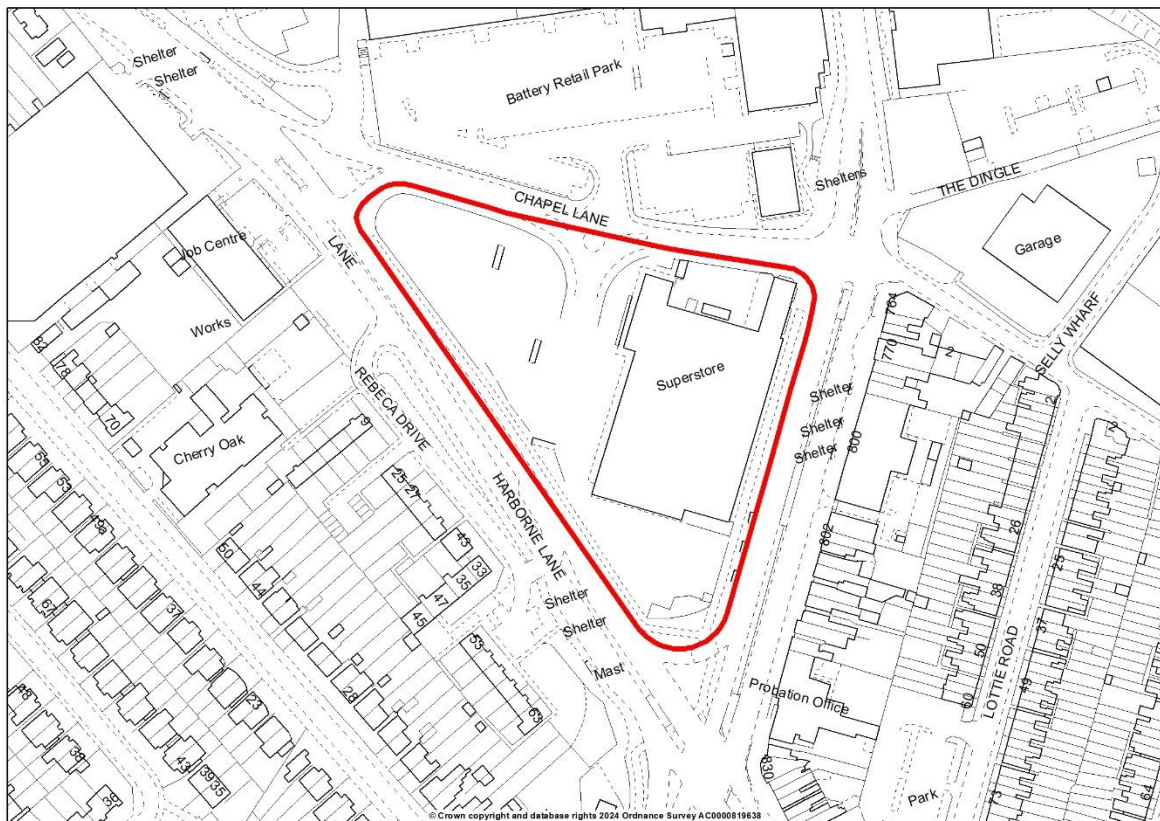
HELAA 2023 Site Reference	2445
Growth Zone	Selly Oak
Site name	Selly Oak Industrial Estate, Elliott Road
Site address	Selly Oak Industrial Estate, Elliott Road, Selly Oak, B29 6RL
Ward	Bournville and Cotteridge
Site area	1.61 Ha
Existing use(s)	Industrial
Proposed use(s)	Residential
Indicative capacity	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)

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.

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.



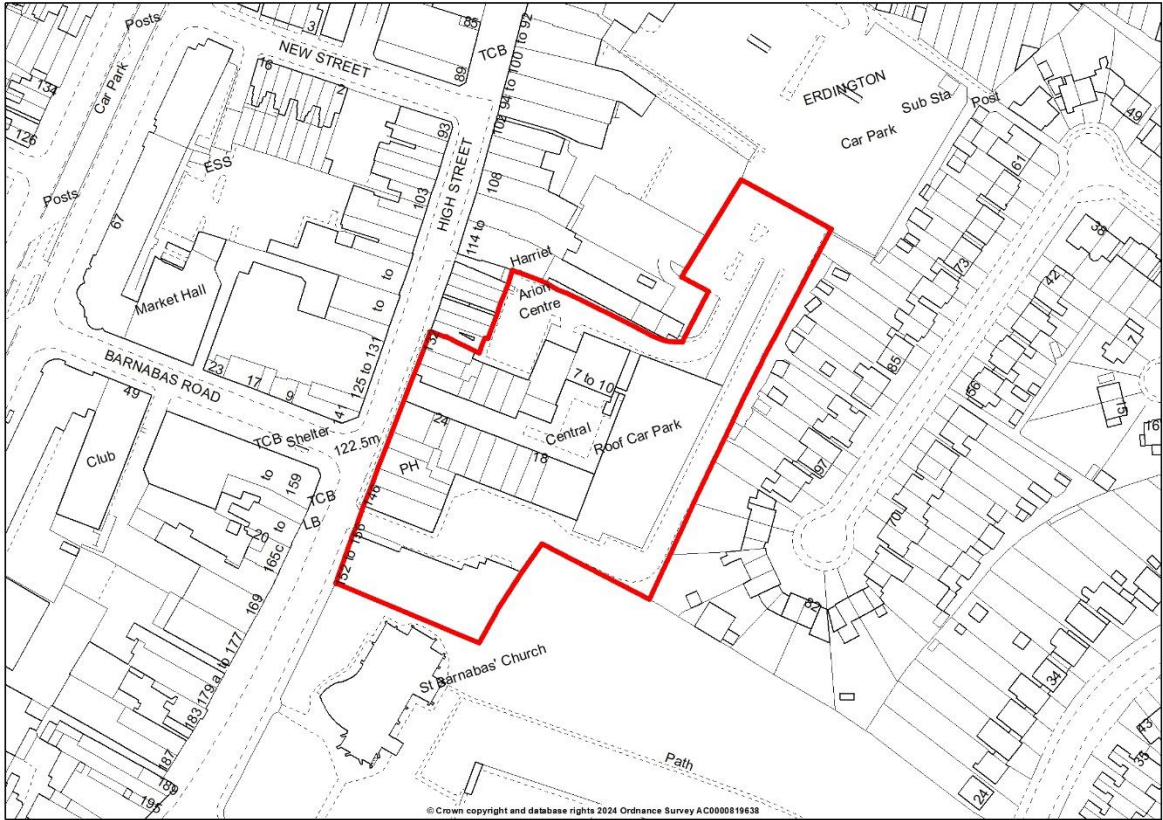
Growth Zone 23: Erdington

Central Square

HELAA 2023 Site Reference	2486
Growth Zone	Erdington
Site name	Central Square

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.

	<ul style="list-style-type: none"> ○ have a key route through the site connecting St Barnabas Churchyard to the High Street
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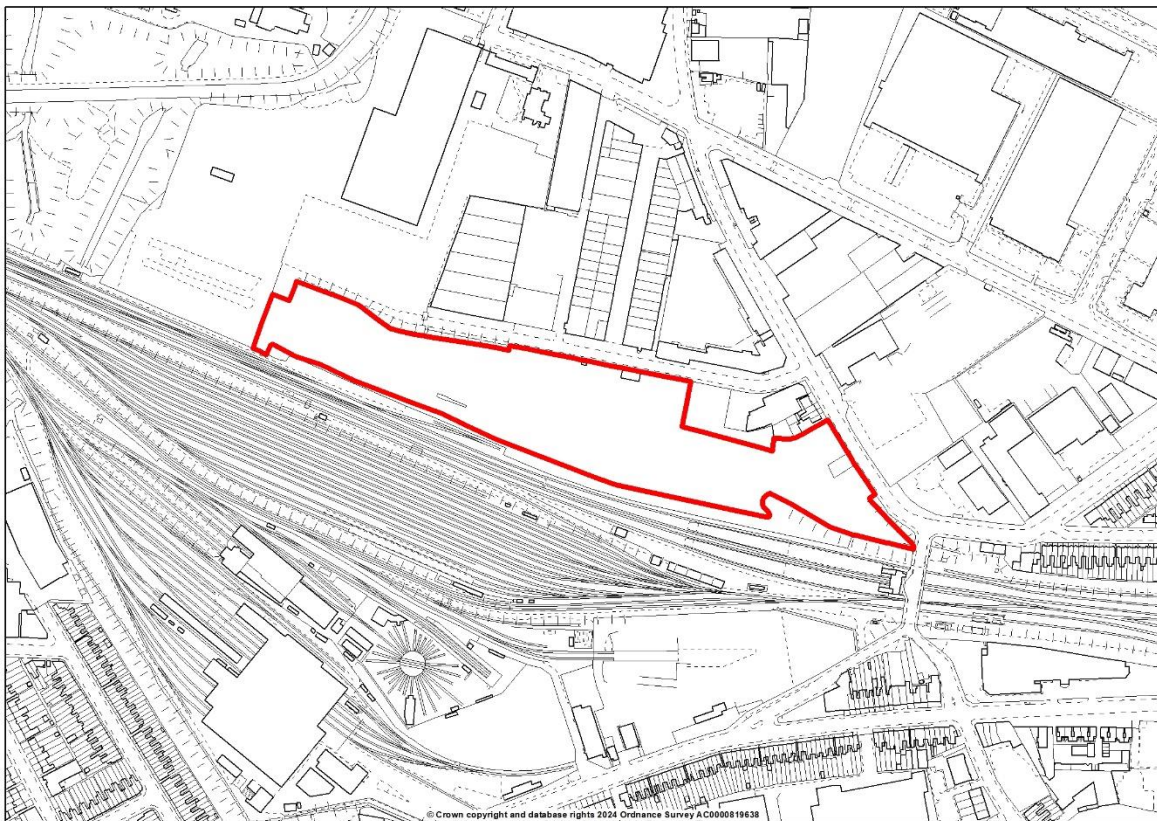


Growth Zone 24: Tyseley Environmental Enterprise District

Hay Hall Road

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

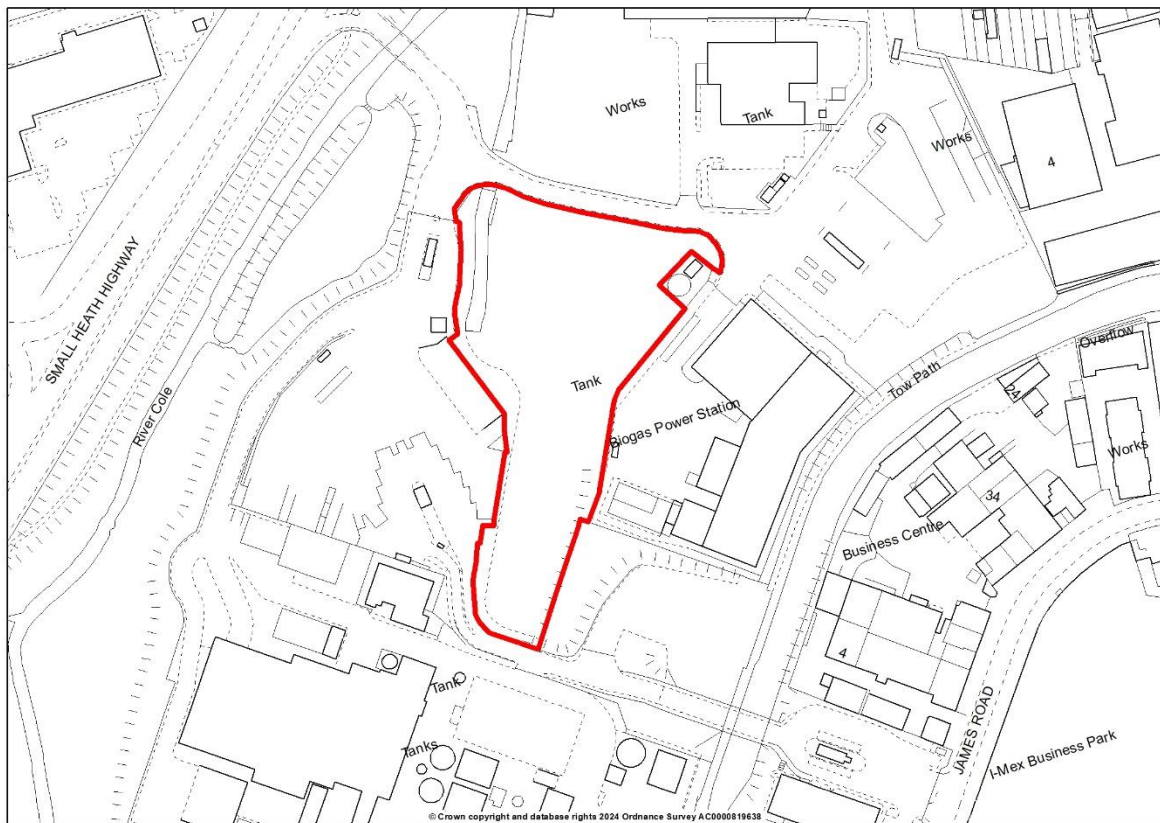
Supporting documents	Tyseley Environmental Enterprise District Vision
Reasons for allocation	To help meet identified need for land for B2 and B8 uses and encourage progress and innovation in the renewable energy, urban agriculture, and waste sectors.
Constraints	
Site requirements	<ul style="list-style-type: 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

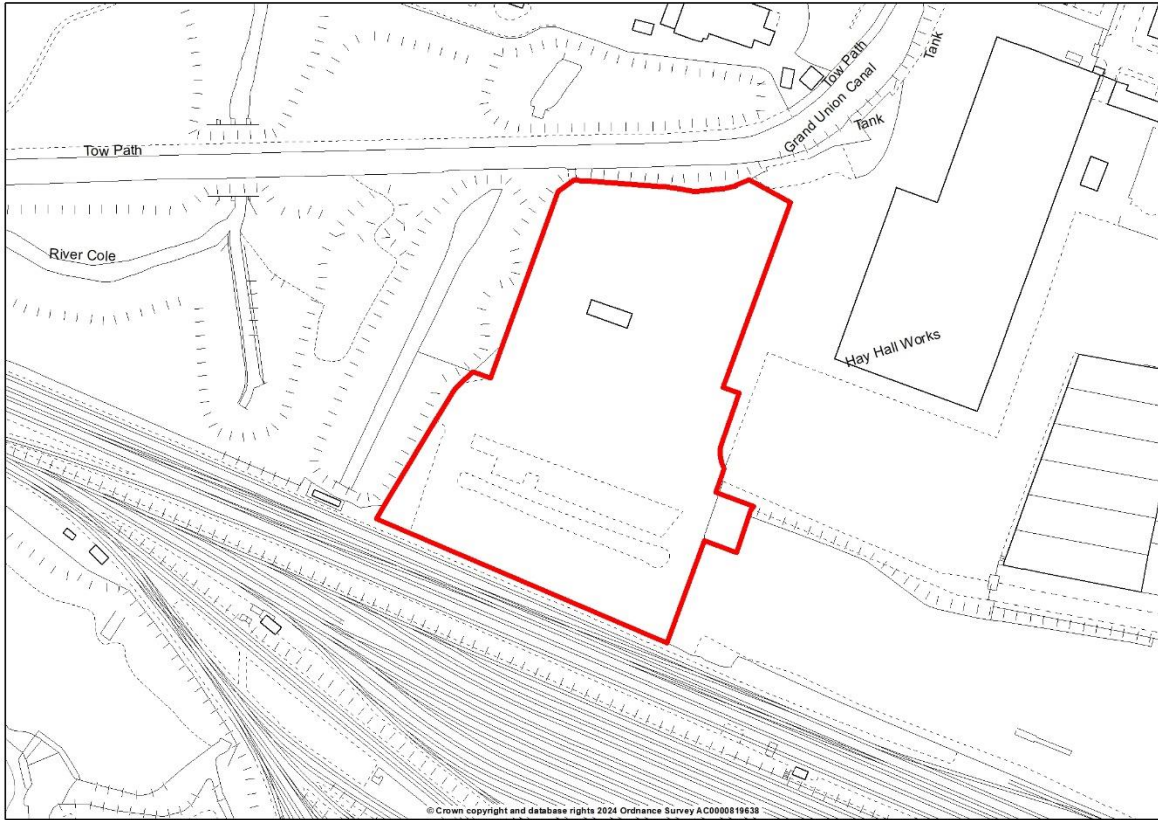
HELAA 2023 Site Reference	2802
Growth Zone	Tyseley Growth Zone
Site name	Tyseley Energy Park
Site address	Webster & Horsfall - Phase 3 Development Land off the Fordrough

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

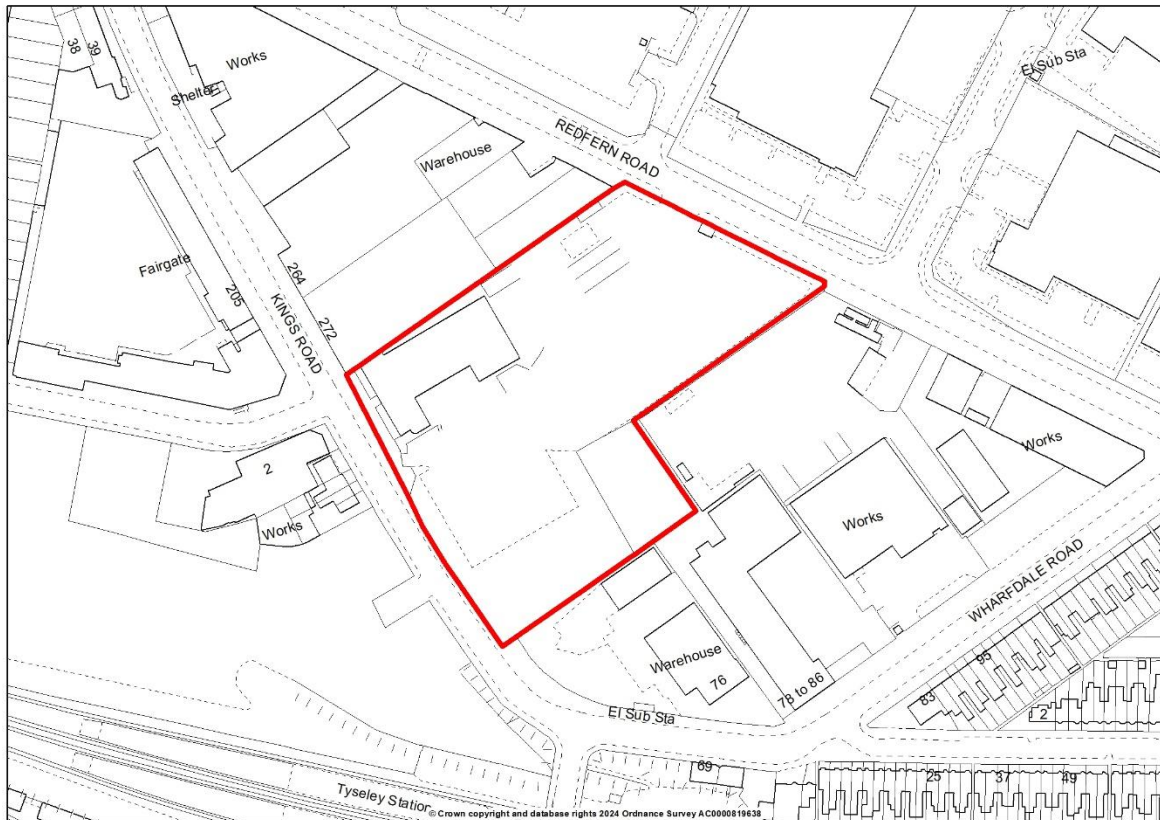
HELAA 2023 Site Reference	2406
Growth Zone	Tyseley Growth Zone
Site name	Hay Hall Business Park
Site address	Redfern Road, Tyseley,
Ward	Tyseley and Hay Mills
Site area	1.98 hectares
Existing use(s)	B1, B2, B8
Proposed use(s)	B2, B8, and Sui Generis uses related to energy production, renewables, recycling, 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

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.

	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.

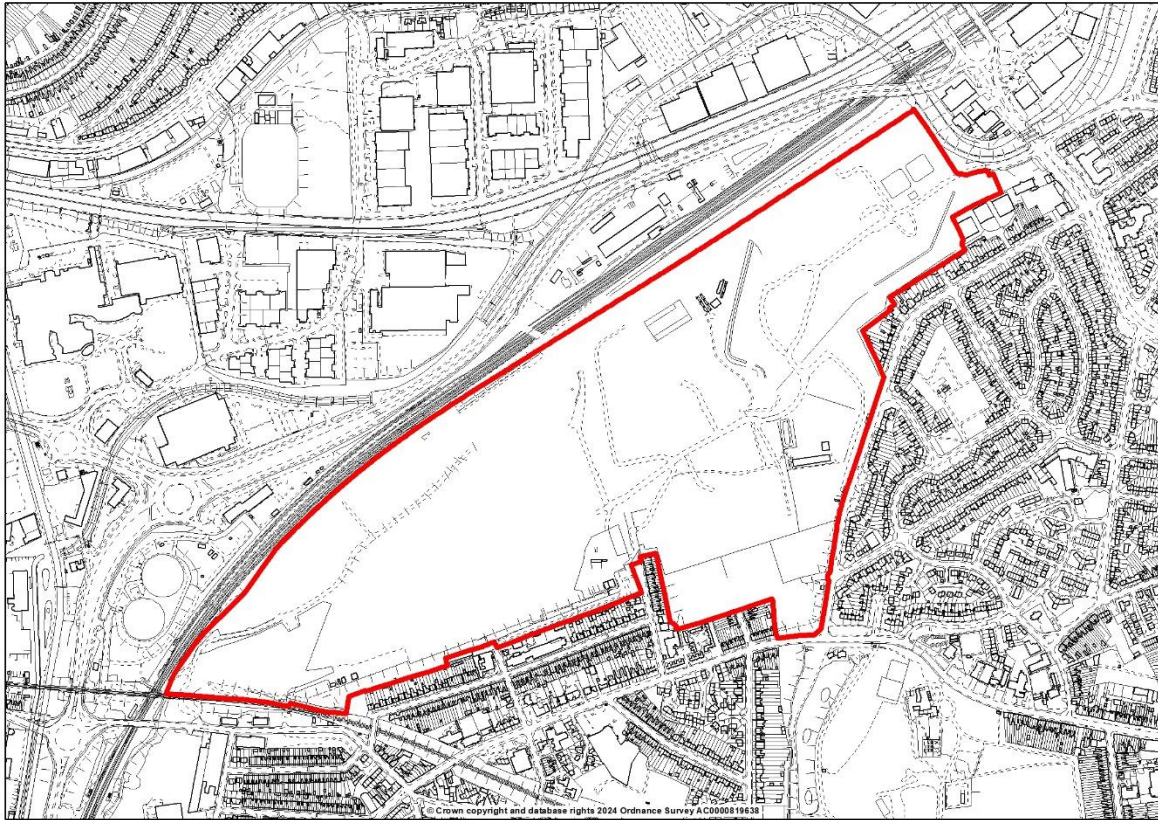


Growth Zone 25: Washwood Heath

Washwood Heath

HELAA 2023 Site Reference	2590 and 2714
Growth Zone	Washwood Heath
Site name	Washwood Heath HS2 RSMD

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.

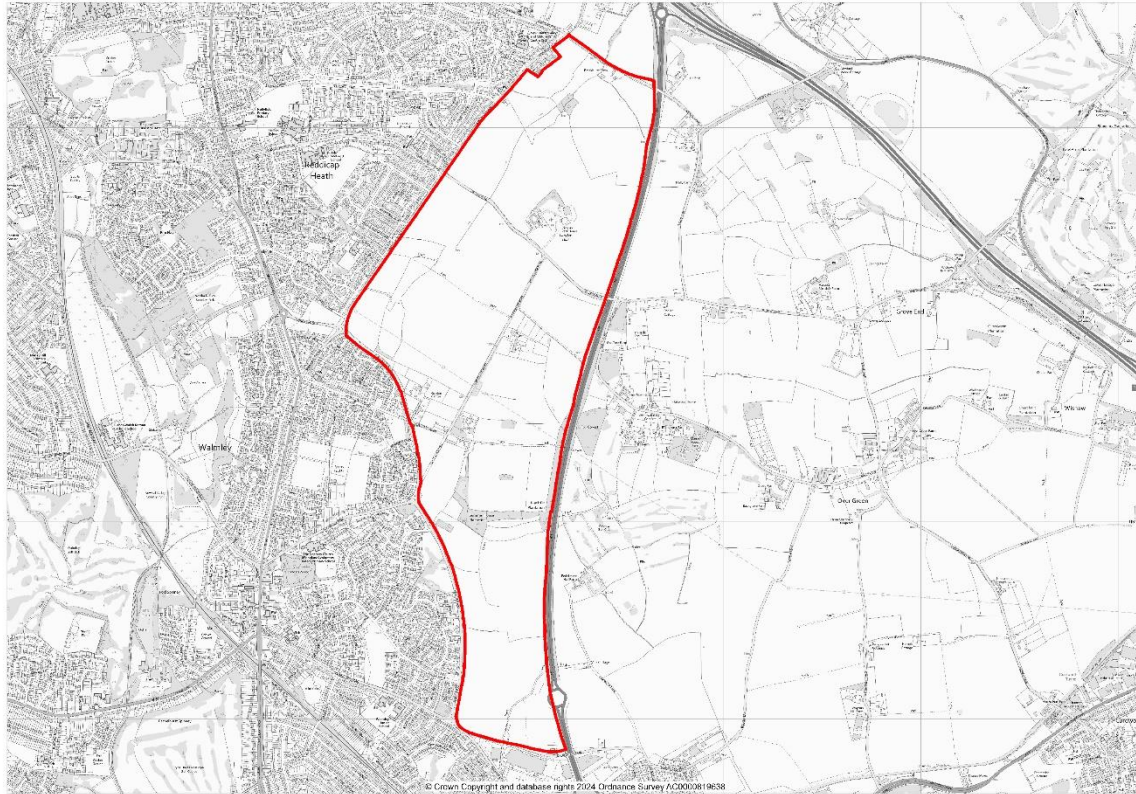


Growth Zone 26: Langley Sustainable Urban Extension

Langley Sustainable Urban Extension (SUE)

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

	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

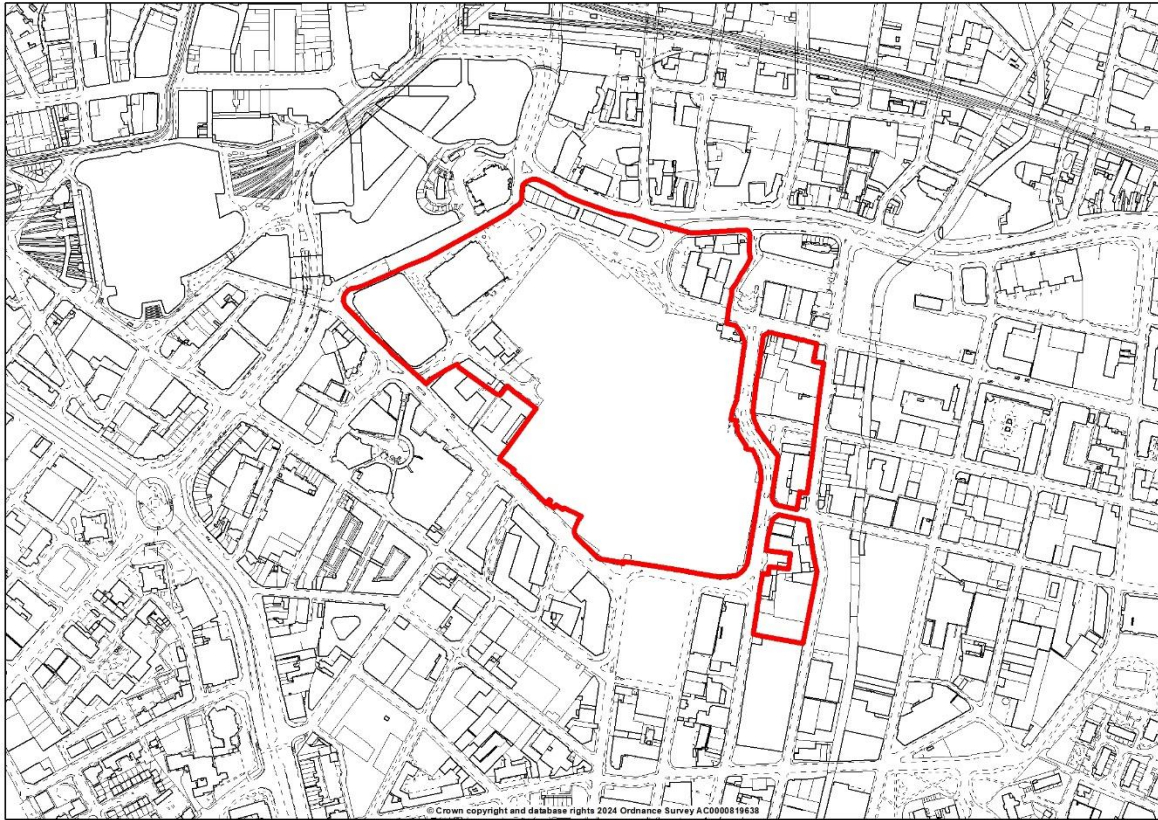
No site allocations

Site Allocations not in a Growth Zone

Smithfield Quarter

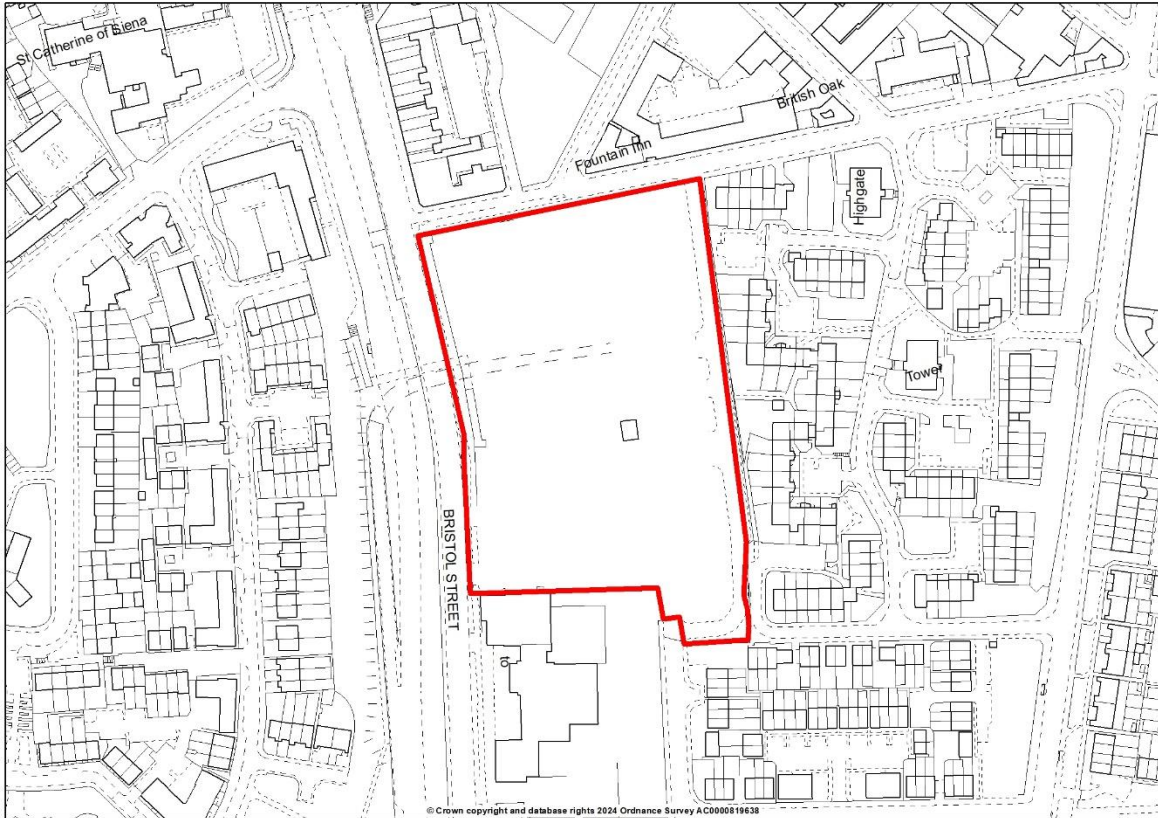
HELAA 2023 Site Reference	3006
Growth Zone	N/A
Site name	Smithfield Quarter
Site address	Pershore Street and Bradford Street, High Street
Ward	Bordesley and Highgate
Site area	15 hectares
Existing use(s)	Cleared site (former wholesale markets)/retailing (existing markets)/various commercial and employment uses/educational uses
Proposed use(s)	Mixed use - residential, commercial, retail, leisure, cultural and employment uses (inc. replacement markets)
Indicative capacity	2,500 dwellings

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

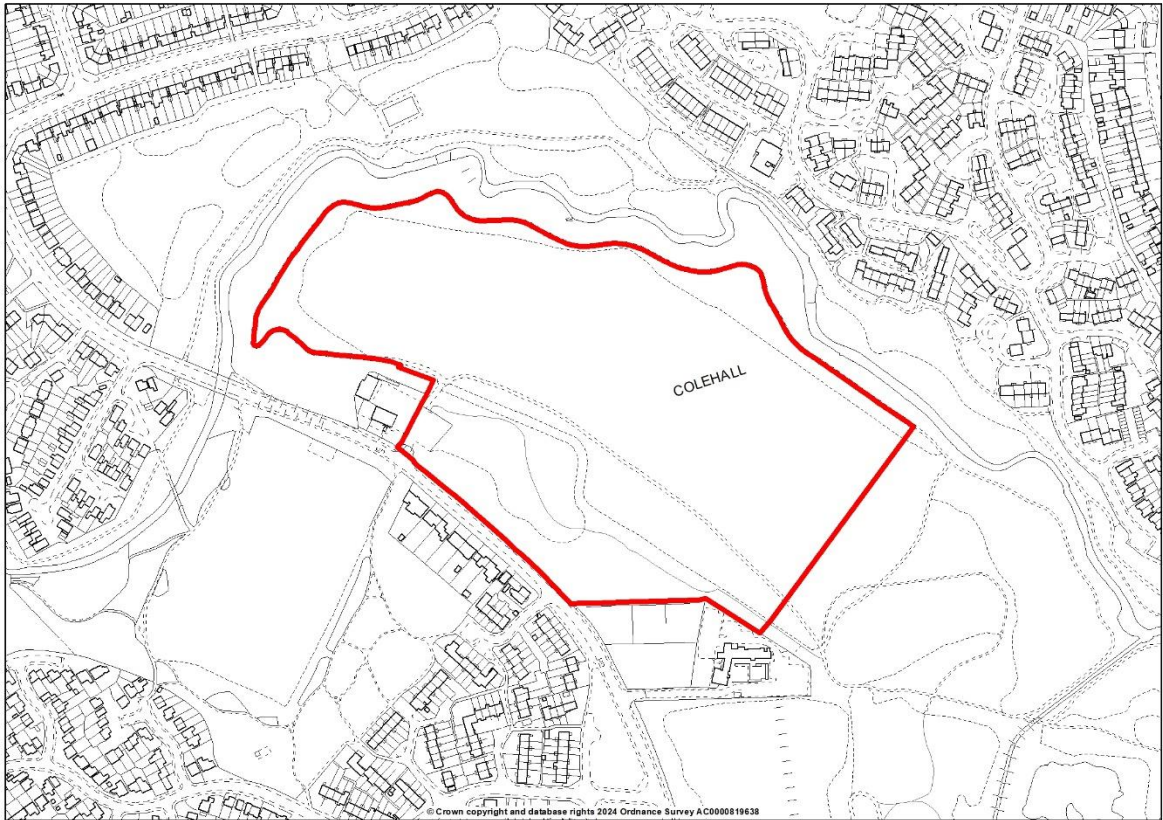
HELAA 2023 Site Reference	CC413
Growth Zone	N/A
Site name	Site of New Monaco House
Site address	Bristol Street
Ward	Bordesley and Highgate
Site area	2.47 Ha
Existing use(s)	Vacant site
Proposed use(s)	Residential
Indicative capacity	1,009 dwellings
Development timeframe (HELAA 2023)	0-5 years = 792 dwellings 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

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.

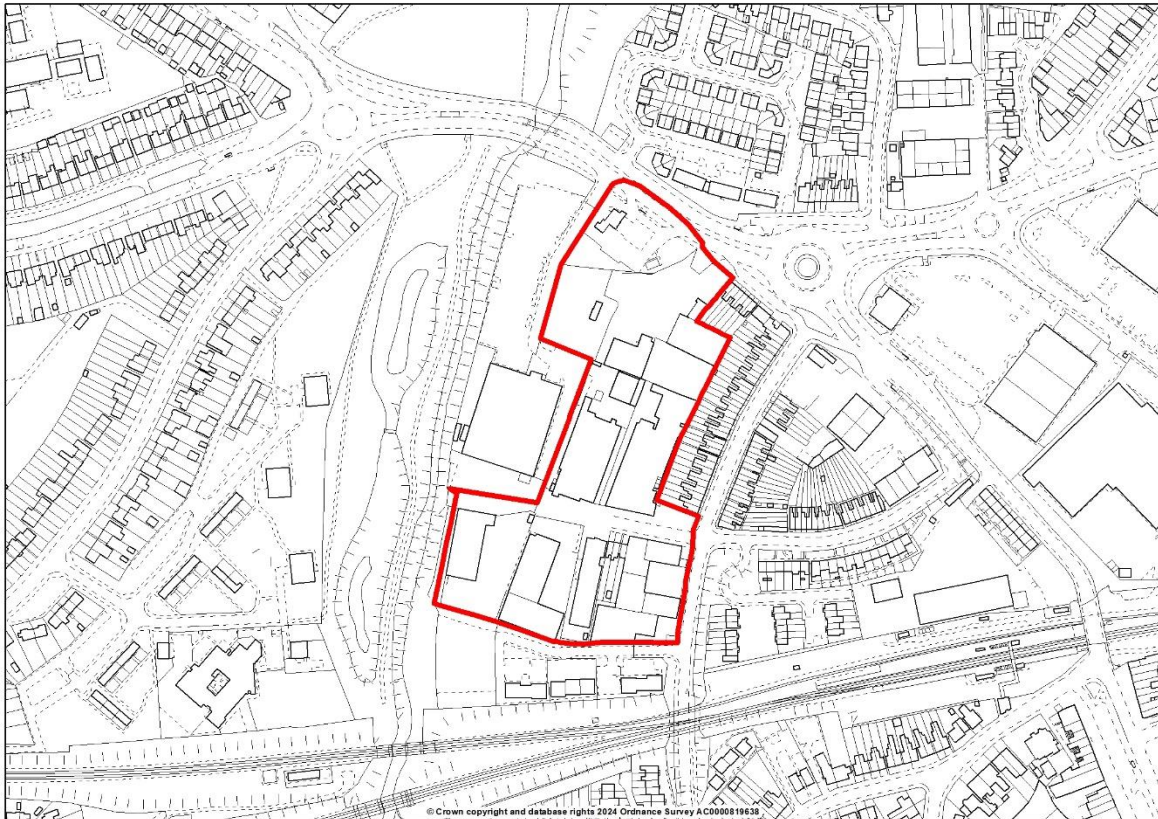
	<ul style="list-style-type: none"> • Ecological enhancements to encourage wildlife to complement the adjacent SINC and SLINC.
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Albert Road/Station Road, Stechford

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

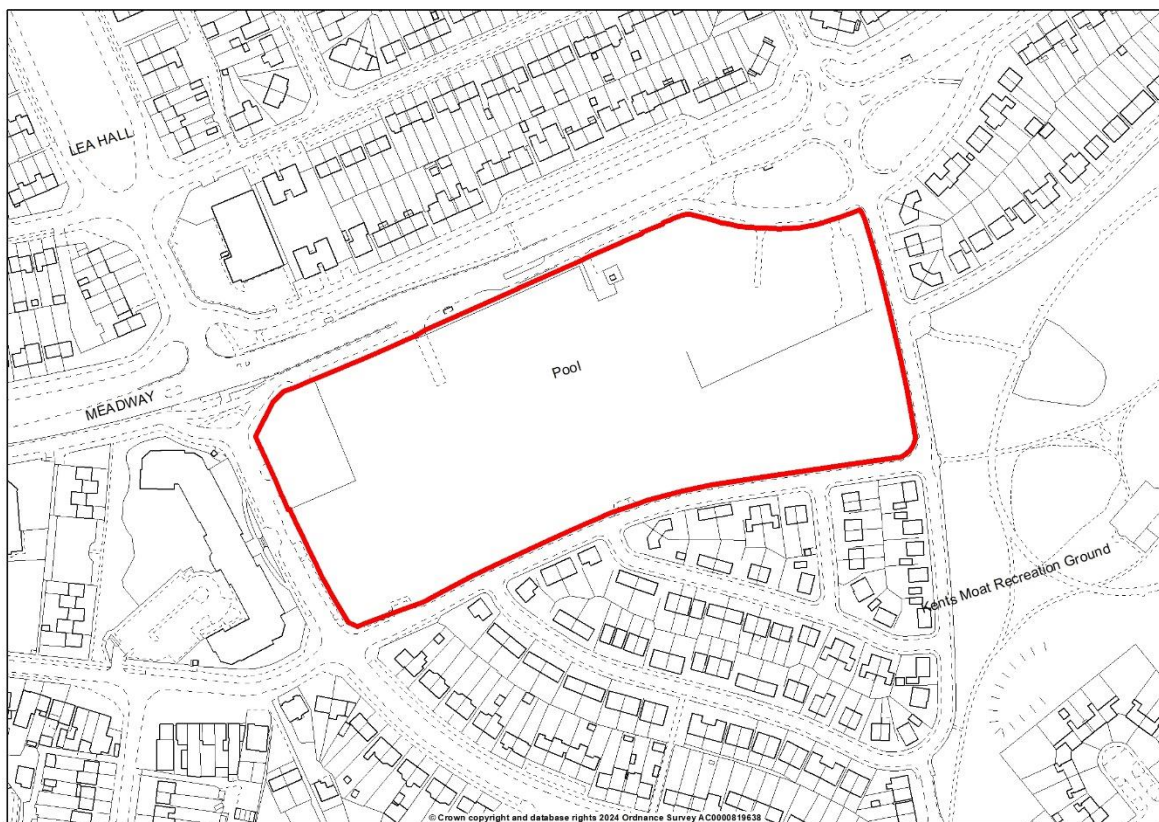
	Settlement which is recognised within the Historic Environment Record, and the presence of any elements of archaeological would need to be assessed. The site adjoins the River Cole and flood risk assessment would be required.
Site requirements	Scope for medium density (70 dph) to frontage with Station Road.



The Meadway (site of former Poolway shopping centre)

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

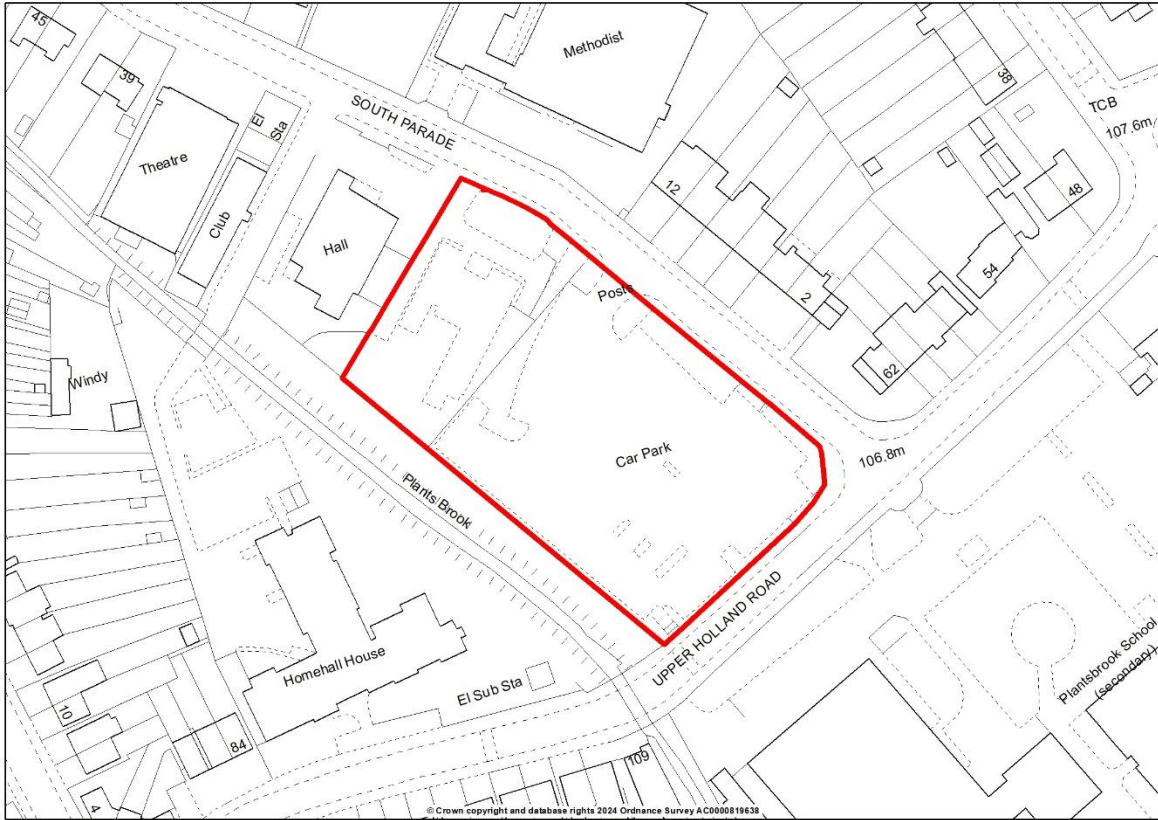
	<p>following the confirmation of a compulsory purchase order. Over 130 new homes and the provision of an improved community park have been delivered as part of the first phase of redevelopment. Originally identified as a District Growth centre in the BDP, the opportunities for development are now set 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

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.

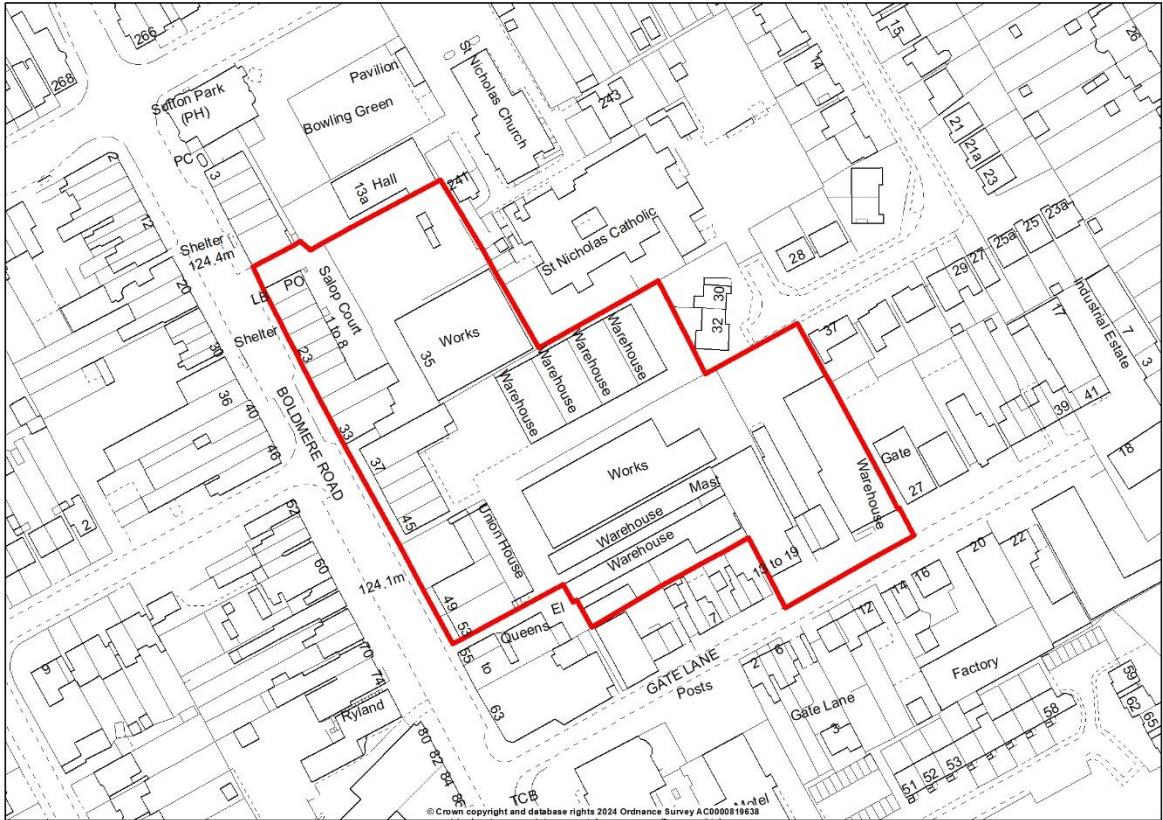
	<ul style="list-style-type: none">• Scale and Massing – must fit with local character and protect amenity of nearby housing. Three storeys is likely to be acceptable across most of the site; any proposal for greater height would only be considered along Holland Road and be subject to testing townscape 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

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

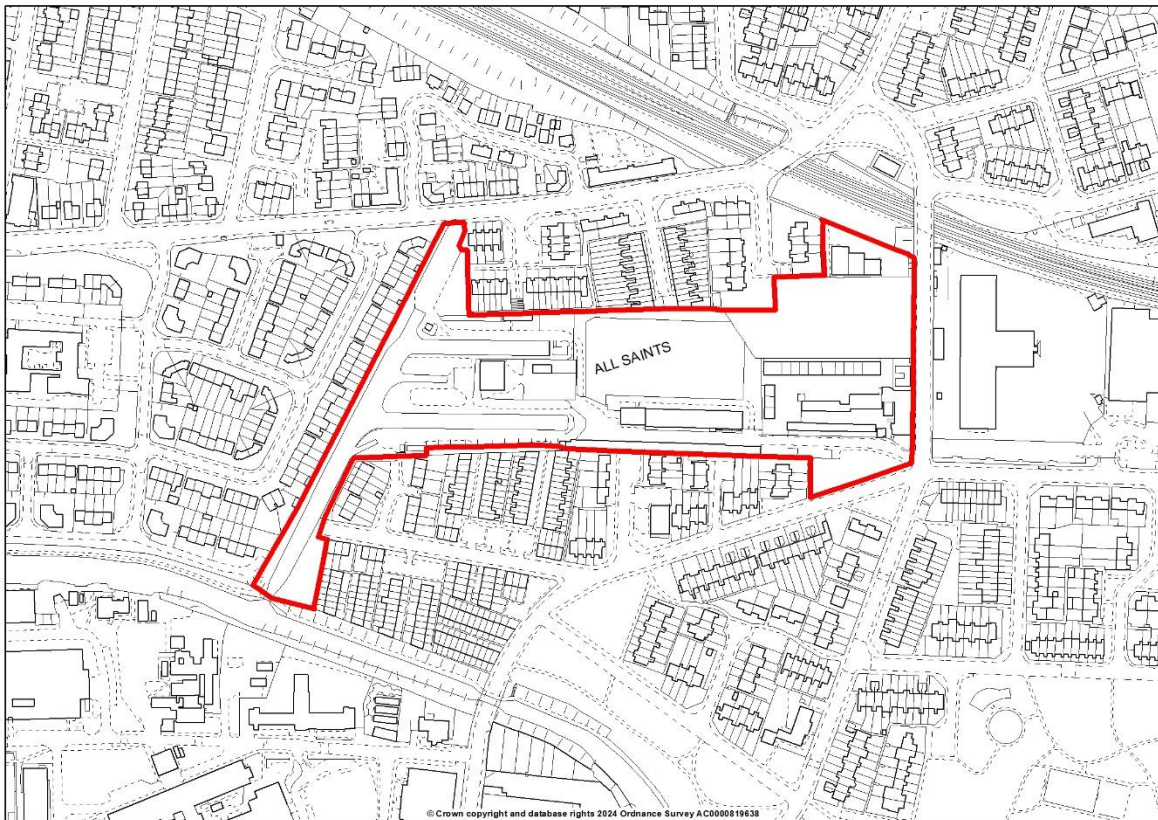
HELAA 2023 Site Reference	2823
Growth Zone	N/A
Site name	Hockley Port Canal Basin

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
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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

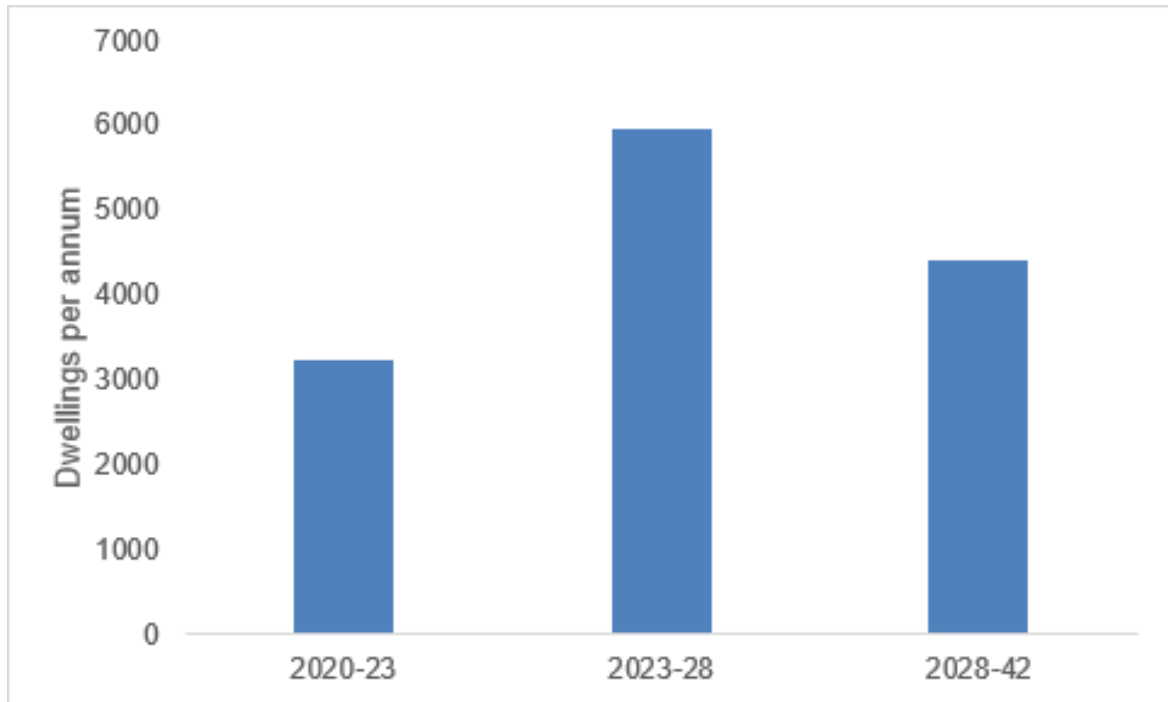
The shape and size of space provided should allow for meaningful and safe recreation. Provision is expected to include (as appropriate) elements of woodland, wetland, heathland and grassland, and provision could also be made for informal public access through recreation corridors. For larger areas, where 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