

Members are reminded that they must declare all relevant pecuniary and non-pecuniary interests relating to any items of business to be discussed at this meeting

BIRMINGHAM CITY COUNCIL

CITY COUNCIL

TUESDAY, 10 JANUARY 2017 AT 14:00 HOURS
IN COUNCIL CHAMBER, COUNCIL HOUSE, VICTORIA SQUARE,
BIRMINGHAM, B1 1BB

A G E N D A

1 NOTICE OF RECORDING

Lord Mayor to advise that this meeting will be webcast for live or subsequent broadcast via the Council's Internet site (www.birminghamnewsroom.com) and that members of the press/public may record and take photographs.

The whole of the meeting will be filmed except where there are confidential or exempt items.

2 LORD MAYOR'S ANNOUNCEMENTS

To receive the Lord Mayor's announcements and such communications as the Lord Mayor may wish to place before the Council.

3 PETITIONS

(15 minutes allocated)

To receive and deal with petitions in accordance with Standing Order 8.

As agreed by Council Business Management Committee a schedule of outstanding petitions is available electronically with the published papers for the meeting and can be viewed or downloaded.

4 QUESTION TIME

(90 minutes allocated)

To deal with oral questions in accordance with Standing Order 9(B)

A. Questions from Members of the Public to any Cabinet Member, Assistant Leader, District Committee Chairman or Ward Forum Chairman (20 minutes)

- B. Questions from any Councillor to a Committee Chairman, Lead Member of a Joint Board or Ward Forum Chairman (20 minutes)
- C. Questions from Councillors other than Cabinet Members and Assistant Leaders to a Cabinet Member or Assistant Leader (25 minutes)
- D. Questions from Councillors other than Cabinet Member and Assistant Leaders to the Leader or Deputy Leader (25 minutes)

5 **APPOINTMENTS BY THE COUNCIL**

(5 minutes allocated)

To make appointments to, or removal from, committees, outside bodies or other offices which fall to be determined by the Council.

6 **EXEMPTION FROM STANDING ORDERS**

Councillor Sharon Thompson to move an exemption from Standing Orders.

5 - 10

7 **DECISION TO OPT IN TO THE NATIONAL SCHEME FOR AUDITOR APPOINTMENTS WITH PSAA**

(15 minutes allocated)

To consider a report of the Deputy Leader.

Councillor Ian Ward to move the following Motion:

"The Council accepts Public Sector Audit Appointments' (PSAA) invitation to 'opt in' to the sector led option for the appointment of external auditors for five financial years commencing 1 April 2018."

11 - 14

8 **ANNUAL AUDIT LETTER YEAR ENDED 31/3/2016 - STATUTORY RECOMMENDATION**

(30 minutes allocated)

To consider a report of the Deputy Leader.

Councillor Ian Ward to move the following Motion:

"The Council accepts the statutory recommendation of Grant Thornton made under section 24 of the Audit and Accountability Act 2014 and the responses and actions set out in section 3 of this report."

(break 1645 - 1715)

15 - 32

9 **ANNUAL REVIEW OF THE CITY COUNCIL'S COUNCIL TAX SUPPORT SCHEME**

(15 minutes allocated)

To consider a report of the Deputy Leader.

Councillor Ian Ward to move the following Motion:

"That approval be given to retain the current Council Tax Support Scheme for the next financial year (2018) notwithstanding any prescribed changes set by

Government and/or annual uprating."

33 - 324

10 **BIRMINGHAM DEVELOPMENT PLAN - ADOPTION**

(30 minutes allocated)

To consider a report of the Deputy Leader.

Councillor Ian Ward to move the following Motion:

That the City Council:

"1) Adopts the Birmingham Development Plan and amends the statutory development plan accordingly."

325 - 328

11 **MOTIONS FOR DEBATE FROM INDIVIDUAL MEMBERS**

(90 minutes allocated)

To consider the attached Motions of which notice has been given in accordance with Standing Order 4(A).

DECISION TO OPT IN TO THE NATIONAL SCHEME FOR AUDITOR APPOINTMENTS WITH PSAA AS THE 'APPOINTING PERSON'

Report of the Deputy Leader

1. Summary

1.1. This report sets out the proposals for appointing the external auditor to the Council for the 2018/19 accounts and beyond, as the current arrangements only cover up to and including 2017/18 audits. The auditors are currently working under a contract originally let by the Audit Commission and the contract was novated to Public Sector Audit Appointments (PSAA) following the closure of the Audit Commission.

A sector-wide procurement conducted by PSAA should produce better outcomes and will be less burdensome for the Council than any procurement undertaken locally. More specifically:

- 1.1.1. The audit costs are likely to be lower than if the Council sought to appoint locally, as national large-scale contracts are expected to drive keener prices from the audit firms;
- 1.1.2. Without the national appointment, the Council would need to establish a separate independent auditor panel, which could be difficult, costly and time-consuming;
- 1.1.3. PSAA can ensure the appointed auditor meets and maintains the required quality standards and can manage any potential conflicts of interest much more easily than the Council;
- 1.1.4. Supporting the sector-led body will help to ensure there is a vibrant public sector audit market for the benefit of the whole sector and this Council going forward into the medium and long term.

If the Council is to take advantage of the national scheme for appointing auditors to be operated by PSAA for the subsequent years, it needs to take the decision at this meeting to enable it accept the invitation by early March 2017.

2. Motion

The Council accepts Public Sector Audit Appointments' (PSAA) invitation to 'opt in' to the sector led option for the appointment of external auditors for five financial years commencing 1 April 2018.

3. Background

- 3.1. The Local Audit and Accountability Act 2014 (the Act) brought to a close the Audit Commission and established transitional arrangements for the appointment of external auditors and the setting of audit fees for all local government and NHS bodies in England. On 5 October 2015 the Secretary of State Communities and Local Government (CLG) determined that the transitional arrangements for local government bodies would be extended by one year to also include the audit of the accounts for 2017/18.
- 3.2. The Act also sets out the arrangements for the appointment of auditors for subsequent years, with the opportunity for authorities to make their own decisions about how and by whom their auditors are appointed. Regulations made under the Act allow authorities to 'opt in' for their auditor to be appointed by an 'appointing person'.
- 3.3. In July 2016 PSAA were specified by the Secretary of State as an appointing person under regulation 3 of the Local Audit (Appointing Person) Regulations 2015. The appointing person is sometimes referred to as the sector led body and PSAA has wide support across local government. PSAA was originally established to operate the transitional arrangements following the closure of the Audit Commission under powers delegated by the Secretary of State. PSAA is an independent, not-for-profit company limited by guarantee and established by the Local Government Association.
- 3.4. PSAA is inviting the Council to opt in, along with all other authorities, so that PSAA can enter into a number of contracts with appropriately qualified audit firms and appoint a suitable firm to be the Council's auditor.
- 3.5. The principal benefits from such an approach are as follows:
 - 3.5.1. PSAA will ensure the appointment of a suitably qualified and registered auditor and expects to be able to manage the appointments to allow for appropriate groupings and clusters of audits where bodies work together;
 - 3.5.2. PSAA will monitor contract delivery and ensure compliance with contractual, audit quality and independence requirements;
 - 3.5.3. Any auditor conflicts at individual authorities would be managed by PSAA who would have a number of contracted firms to call upon;
 - 3.5.4. It is expected that the large-scale contracts procured through PSAA will bring economies of scale and attract keener prices from the market than a smaller scale competition;
 - 3.5.5. The overall procurement costs would be lower than an individual small scale local procurement. The overhead costs for contract management will be minimised through a smaller number of large contracts across the sector;
 - 3.5.6. There will be no need for the Council to establish alternative appointment arrangements including the need to appoint and manage an "auditor panel";

- 3.5.7. The new regime provides both the perception and reality of independent auditor appointment through a collective approach; and
- 3.5.8. A sustainable market for audit provision in the public sector will be easier to ensure for the future.
- 3.6. The Council's current external auditor is Grant Thornton, this appointment having been made under a contract let by the Audit Commission. Following closure of the Audit Commission the contract was novated to PSAA, and since this date PSAA has demonstrated its capability in terms of auditor appointment, contract management, and monitoring audit quality. Over recent years authorities have benefited from a reduction in fees in the order of 55% compared with fees in 2012. This has been the result of a combination of factors including new contracts negotiated nationally with the audit firms and savings from closure of the Audit Commission. The Council's current external audit fees are £314,168 per annum.
- 3.7. The proposed fees for the subsequent years cannot be known until the procurement process has been completed, as the costs will depend on proposals from the audit firms.
- 3.8. The scope of the audit will still be specified nationally, the National Audit Office (NAO) is responsible for writing the Code of Audit Practice which all firms appointed to carry out the Council's audit must follow. Not all audit firms will be eligible to compete for the work as they will need to demonstrate that they have the required skills and experience and be registered with a Registered Supervising Body approved by the Financial Reporting Council.
- 3.9. Currently, there are only nine providers that are eligible to audit local authorities and other relevant bodies; all of these being firms with a national presence. This means that a local procurement exercise, as described immediately below, would seek tenders from these same firms, subject to the need to manage any local independence issues. Local firms could not be invited to bid.

4. Other Options

- 4.1. If the Council did not opt in there would be a need to establish an independent auditor panel. In order to make a stand-alone appointment the auditor panel would need to be set up by the Council itself. The members of the panel must be wholly or a majority of independent members as defined by the Act. Independent members for this purpose are independent appointees, this excludes current and former elected members (or officers) and their close families and friends. This means that elected members would not have a majority input to assessing bids and choosing which audit firm to award a contract for the Council external audit.
- 4.2. Alternatively the Act enables the Council to join with other authorities to establish a joint auditor panel. Again this will need to be constituted of wholly or a majority of independent appointees (members). Further legal advice would be required on the exact constitution of such a panel having regard to the obligations of each Council under the Act and the Council would need to liaise with other local authorities to assess the appetite for such an arrangement.

- 4.3. Neither of these options are recommended. Both these options would be more resource-intensive processes to implement and without the bulk buying power of the sector led procurement, would be likely to result in a more costly service. It would also be more difficult to manage quality and independence requirements through a local appointment process.
- 4.4. The options were considered by Audit Committee on 26 July 2016 which decided to support the LGA in setting up a national body by indicating an intension to opt in.

5. The Invitation

PSAA has now formally invited this Council to opt in. Details relating to PSAA's invitation are provided in an Appendix to this Report.

In summary the national opt-in scheme provides the following:

- The appointment of a suitably qualified audit firm for each of the five financial years commencing 1 April 2018;
- Appointing the same auditor to other opted in bodies that are involved in formal collaboration or joint working initiatives to the extent this is possible with other constraints;
(our current understanding is that most, if not all, Combined Authority members are opting-in to the national scheme)
- Managing the procurement process to ensure both quality and price criteria are satisfied. PSAA will seek views from the sector to help inform its detailed procurement strategy;
- Ensuring suitable independence of the auditors from the bodies they audit and managing any potential conflicts as they arise;
- Minimising the scheme management costs and returning any surpluses to scheme members;
- Consulting with authorities on auditor appointments, giving the Council the opportunity to influence which auditor is appointed;
- Consulting with authorities on the scale of audit fees and ensuring these reflect scale, complexity and audit risk; and
- Ongoing contract and performance management of the contracts once these have been let.

6. The Way Forward

Regulation 19 of the Local Audit (Appointing Person) Regulations 2015 requires that a decision to opt in must be made by a meeting of the Council (meeting as a whole). The Council then needs to formally respond to PSAA's invitation in the form specified by PSAA by early March.

PSAA will commence the formal procurement process after this date. It expects to award contracts in summer 2017 and consult with authorities on the appointment of auditors so that it can make an appointment by the statutory deadline of December 2017.

7. Financial Implications

There is a risk that current external fees levels could increase when the current contracts end in 2018.

Opting-in to a national scheme provides maximum opportunity to ensure fees are as low as possible, whilst ensuring the quality of audit is maintained by entering in to a large scale collective procurement arrangement.

If the national scheme is not used some additional resource may be needed to establish an auditor panel and conduct a local procurement. Until a procurement exercise is completed it is not possible to state what, if any, additional resource may be required for audit fees for 2018/19.

8. Legal Implications

Section 7 of the Local Audit and Accountability Act 2014 requires a relevant Council to appoint a local auditor to audit its accounts for a financial year not later than 31 December in the preceding year. Section 8 governs the procedure for appointment including that the Council must consult and take account of the advice of its auditor panel on the selection and appointment of a local auditor. Section 8 provides that where a relevant Council is a local Council operating executive arrangements, the function of appointing a local auditor to audit its accounts is not the responsibility of an executive of the Council under those arrangements;

Section 12 makes provision for the failure to appoint a local auditor: the Council must immediately inform the Secretary of State, who may direct the Council to appoint the auditor named in the direction or may appoint a local auditor on behalf of the Council.

Section 17 gives the Secretary of State the power to make regulations in relation to an 'appointing person' specified by the Secretary of State. This power has been exercised in the Local Audit (Appointing Person) Regulations 2015 (SI 192) and this gives the Secretary of State the ability to enable a Sector Led Body to become the appointing person. In July 2016 the Secretary of State specified PSAA as the appointing person.

9. Background Papers

Local audit (Appointing Person) Regulations 2015

Annual Audit Letter Year ended 31/3/2016 – Statutory Recommendation

Report of the Deputy Leader

1. Statutory Recommendation

The Annual Audit Letter for the year ending 31 March 2016 issued by Grant Thornton, the External Auditor, includes the following Statutory Recommendation:-

Recommendation Made Under Section 24 of the Local Audit and Accountability Act 2014

The Council needs to:

Ensure that there is Council-wide commitment to delivering alternative savings plans to mitigate the impact of the combined savings and budget pressure risks in 2016/17.

Demonstrate that it is implementing achievable actions to deliver its cumulative savings programme in the Business Plan 2017+ by:

Revising savings programme from 2017/18 onwards to reflect the delayed or non-delivery of savings plans in 2016/17; and

Ensuring that all savings plans are assessed for both lead time to implement and delivery risk.

Re-assess the impact of the combined savings and budget pressure risks on the planned use of reserves in 2016/17 and the impact of this on the reserves position from 2017/18 onwards.

Grant Thornton have made this recommendation because they are concerned that if the Council does not take effective action to bring its savings programme back in line, there will be insufficient balances to manage its financial risks effectively from 2017/18. The Annual Audit Letter refers to the scale of the Council's financial pressure and the savings delivery challenge being unprecedented.

2 Birmingham City Council Response to the Audit Statutory Recommendation

The City Council recognises its responsibility in responding to the Statutory Recommendation under section 24 of the Local Audit and Accountability Act 2014.

The Act requires the Council to:

- consider the recommendation at a meeting held within one month of the recommendation being sent to the Council; and
- at that meeting the Council must decide:
 - (a) whether the recommendation is to be accepted, and
 - (b) what, if any, action to take in response to the recommendation.

The external auditor has some flexibility to vary the timescales in the Act to up to 3 months and is satisfied that this Council meeting is compliant. Prior to the issue of the recommendation the Council had already acknowledged that it needed to plan for and manage the impacts of the non-deliverable savings in 2016/17, and their impact on future years, as well as the further expenditure pressures identified.

3. Actions to address specific statutory recommendations:

i. Ensure that there is Council-wide commitment to delivering alternative savings plans to mitigate the impact of the combined savings and budget pressure risks in 2016/17

- The City Council recognised that there were major deliverability issues with a number of the savings proposals assumed within the Business Plan 2016+.
- In order to begin mitigations at the earliest possible opportunity the Council carried out a “Mid-Year Budget Review” as part of Month 4 budget monitoring. This identified savings mitigations to begin in 2016/17 to help address the forecast overspend.
- It also removed 2016/17 savings which were no longer considered deliverable
- The Council continues its focus on controlling costs for the remainder of 2016/17.
- The Council has adequate revenue reserves, including an unallocated balance of £60m in the Organisational Transition Reserve, to address the residual year end overspend due to pressures or undelivered savings.

ii. Demonstrate that it is implementing achievable actions to deliver its cumulative savings programme in the Business Plan 2017+, by:

- **revising savings programme from 2017/18 onwards to reflect the delayed or non-delivery of savings plans in 2016/17; and**
 - **ensuring that all savings plans are assessed for both lead time to implement and delivery risk**
- The impact of non-delivery of savings and ongoing pressures from 2016/17 is being addressed as part of the 2017+ Budget Planning process
 - The Council’s budget process has included a review of all savings proposals planned to start from 2017/18 and an assessment of whether they were still deliverable as planned.

- In the formulation of the Business Plan and Budget 2017+, saving proposals determined not to be deliverable have been either:
 - Removed as they were determined to no longer be deliverable; or
 - Reprofiled to give a revised savings profile based on the latest assumptions

- New potential saving proposals to address both pressures and reductions to savings have been identified with a particular focus on ensuring that each is deliverable.

- Delivery of the proposals and monitoring arrangements are being strengthened. The Corporate Leadership Team (CLT) acting in its capacity as Performance and Transformation Board will monitor progress on the delivery of the budget proposals. The new Corporate Programme Management Office (PMO) will expect Senior Responsible Officers (SROs) to produce as a minimum:
 1. Programme/Project Plan for delivery, which provides key deliverables to achieve savings and benefits; showing clear resources and lead in times required to deliver the plan
 2. Risk and Issue Registers
 3. Stakeholder and Communication Plan
 4. Highlight Reports for Governance Board.

- The Corporate PMO will offer support and guidance to SROs and their Programme/Project Managers

- The Budget 2017+ proposals have been published on our website and they are currently out for public consultation. The table below represents the proposals.

	2017-18 £m	2018-19 £m	2019-20 £m	2020-21 £m
Cross Cutting	(17.929)	(48.587)	(50.007)	(50.007)
Jobs & Skills	(3.365)	(5.365)	(5.665)	(5.665)
Homes & Neighbourhoods	(7.503)	(9.458)	(10.143)	(10.418)
Health & Wellbeing	(21.472)	(28.644)	(27.894)	(27.894)
Children	(0.324)	(2.274)	(2.558)	(2.558)
Subtotal of new savings being consulted upon	(50.593)	(94.328)	(96.267)	(96.542)
Total savings already included in financial plans	(27.810)	(50.535)	(75.829)	(82.072)
Total Savings Requirement	(78.403)	(144.863)	(172.096)	(178.614)

These budget proposals are subject to consultation and subject to further assessment as to delivery, including taking account of commentary from an Independent Financial Review Team; the proposals as a result may need to change.

iii. Re-assess the impact of the combined savings and budget pressure risks on the planned use of reserves in 2016/17 and the impact of this on the reserves position from 2017/18 onwards.

- The draft financial strategy (subject to consultation and adoption by Cabinet and Full Council) would utilise reserves to address any budget gap in 2016/17 and provide transition funding for 2017/18 whilst maintaining an appropriate level of reserves to act as a contingency against any potential savings non-delivery in 2017/18 and 2018/19.

The Council's full response will effectively be encapsulated by the Council's ongoing work in managing the 2016/17 budget position, and the Budget 2017+ report which will go to Cabinet on 14 February and then Council on 28 February 2017.

iv. Motion

The Council accepts the statutory recommendation of Grant Thornton made under section 24 of the Audit and Accountability Act 2014 and the responses and actions set out in section 3 of this report.

**ANNUAL REVIEW OF THE CITY COUNCIL'S COUNCIL TAX SUPPORT
SCHEME**

It is recommended that City Council retain the current scheme.

MOTION

That approval be given to retain the current Council Tax Support Scheme for the next financial year (2017/18) notwithstanding any prescribed changes set by Government and/or annual uprating.

Review of Birmingham's Council Tax Support Scheme 2016/17

Introduction

On the 1st April 2013, Council Tax Benefit was abolished and the Department for Communities and Local Government (DCLG) transferred responsibility for provision of Council Tax Support to local Councils. Councils now have a duty to design and administer local Council Tax Support schemes.

Funding for Council Tax Support schemes provided by the DCLG in 2013/14 were reduced nationally by 10%. Future funding will no longer alter to reflect increases or decreases in claimant numbers and loss of council tax income. Any changes in the amount of Council Tax Support discounts must be accounted for within the collection fund.

The Council Tax Support scheme (CTS) for Birmingham was adopted following a Motion proposed at Full Council on the 8th January 2013. The scheme took effect from 1st April 2013.

Consultation took place with the precepting authorities, following which, a draft scheme was then published and a full consultation process with stakeholders and members of the public took place between September and December 2012.

As a result of this consultation, amendments were made to the draft scheme resulting in additional groups receiving protection from a reduction in their Council Tax Support. A full Equality Impact Assessment was carried out as part of the design of the scheme and this was updated throughout the consultation process.

A formal review of the first year of the scheme was carried out as required under the Local Government Finance Act 2012 and a further Motion was presented to a meeting of Full Council in January 2014 recommending that the same scheme be adopted for year two and this motion was approved.

A formal review of the second year of the scheme was carried out in September 2014. Following this review a Motion was subsequently presented to a meeting of Full Council in January 2015 again recommending that the same scheme be adopted for year three.

In September 2015 a third formal review was carried out, again the recommendation was that the same scheme be adopted for year four. This motion was presented to Full Council in January 2016.

This is a review of the fourth year of the Scheme and to consider whether any revisions to the current scheme are necessary for 2017/18 or whether there is a requirement to replace the current scheme with another.

This report considers how the scheme has worked, whether any anomalies have arisen and whether any apparent injustices have been caused. The Equality Impact

Assessment has been revisited taking account of the fourth year of the operation of the Scheme.

Summary of the Current Council Tax Support Scheme

The principles of Birmingham's Council Tax Support scheme are:

- Claimants of working age must contribute at least 20% of their council tax liability and receive up to a maximum of 80% Council Tax Support dependant on their income and family circumstances.
- Protection for pensioners is prescribed in law so that their maximum council tax support is based on 100% of their council tax liability subject to their income and circumstances.
- The Birmingham scheme also incorporates protection for vulnerable groups to have their council tax support assessed on 100% of their council tax liability, these are defined as follows:
 - Claimant with child/children under 6
 - Other vulnerable groups including, disabled, Carers and claimants in receipt of a relevant disability benefit including receipt of a war pension.

A Council Tax Discretionary Hardship fund is in place to assist those who are affected by the scheme and experience difficulties in paying. This Hardship fund is financed entirely by the Council

Key Findings from the Operation of the Council Tax Support Scheme in 2016/17

The Council Tax Support Scheme for Birmingham which was launched on the 1st April 2013, provides a system of financial support to those people in greatest need whilst also minimising the impact of the significant reduction in funding from central Government on the Council's finances.

The key principles of the scheme are set out above and this section provides some information in relation to how the scheme is operating during its fourth year.

Caseload Analysis

Prior to the introduction of the new council tax support scheme there were 136,400 claimants in receipt of Council Tax Benefit. The split between pensionable age claimants and working age claimants was 51,403 and 84,997 respectively.

Statistics show that the total caseload has been decreasing since 2013, as follows

- 131,852 at August 2014 (Pensioner 47,185, Working Age 84,667)
- 129,039 at August 2015 (Pensioner 44,792, Working Age 84,246)
- 126,891 at August 2016 (Pensioner 42,999, Working Age 83,892)

The split between pensionable age claimants and working age claimants is currently 42,999 Pensioners and 83,892 Working Age respectively. The majority of the reduced caseload has been pension age, which has reduced by 16% over the last four years. (8,404 claims)

Appendix 1

The national trend for Pensioner claims shows that 43% of Pension claims are from the male population, and 57% are from the Female population, as the female pension age rises. The Department of Work and Pensions report that claimants of Pension Credit are falling (167,000 reduction in claims since 2014). The eligible age for claiming Pension Credit is directly related to the age you can claim Pension Credit, and age the pension age for women has been increasing. The Department of Works and Pensions also confirm that the number of claimants for State Pension is only increasing by 5000 per year, in comparison to the 167,000 reduction in Pension Claims since 2014.

The working age caseload has remained fairly static, with an overall 1.3% reduction. (1105 claims). The Office of National Statistics report (issued August 2016), confirms that the Working Age client group has been decreasing over time. Nationally there has been a steady fall to just less than 1 million by August 2014, the last date it was reported. The Birmingham case load as detailed above mirrors this trend.

From the table below, information as at August 2016 confirms that there are 126,891 claims in receipt of a discount within the Council Tax Support Scheme, of which 34% are pensionable age claimants and 66% working age claimants.

The Council Tax Support caseload continues to show a slight decrease year on year. For the period August 2016 there is a decrease of 1.66% in comparison to 2.1% at the same time in August 2015.

There are 83,892 claims in respect of working age claimants. Reductions have been seen in the categories of working age not in employment (2,774 claims) and claimants with child/children under 6 (709 claims).

The overall total of these reductions is 3,483 claims. In contrast other working age categories have shown increases, vulnerable groups have risen by 2,491 claims and working age in employment have increased by 630 claims. The total number of increases seen in these areas is 3,121 claims.

The net difference is a 354 overall reduction in the number of working age claimants receiving assistance through the council tax support scheme.

For the Pensioners category there has been an overall reduction of 1,793 (4%) claims seen in the last twelve months.

Appendix 1

	Aug-14	Aug-15	Aug 15 % Change	Aug-16	Aug 16 % Change
Claimant with Child under 6	19,980	19,237	-3.70%	18,528	-3.70%
Pensioner	47,185	44,792	-5.10%	42,999	-4.00%
Vulnerable Category	24,270	27,719	14.20%	30,218	9.02%
Working Age in Employment	10,628	11,183	5.20%	11,813	5.63%
Working Age not in Employment	29,789	26,107	-12.40%	23,333	-13.14%
Total	131,852	129,038	-2.10%	126,891	-1.66%

August 2015 - August 2016 summary changes:

- There was a reduction of 3.7% in the number of claimants with child/children under the age of 6 in receipt of a council tax support.
- For Pensioners, there has been a 4% reduction in the number of claims in receipt of council support, compared to 5.1% in previous year.
- For the Vulnerable groups (including, disabled, Carers and claimants in receipt of a relevant disability benefit including receipt of a war pension), there has been an increase of 9.02% , lower than in the previous year where there was an increase was 14.2%.
- For the Working Age in Employment category, there was a 5.63% increase up from 5.2% in the previous 12 month period.
- For the category Working Age not in Employment, there was an increase of 13.14% in comparison to 12.4%, at the same point the year before.

Some of the reductions seen in the Council Tax Scheme caseload can be attributed to the introduction of Real Time Information (RTI) files received from the Department for Work & Pensions (DWP) / Her Majesty Revenues & Customs (HMRC). This is monthly data sent to the Benefit Service in regards to changes in claimants' both Working Age and Pension Age (earned income, tax credits, and occupational pensions), which result in reductions to Council Tax Scheme entitlement in most cases, and in some instances means there is no longer an entitlement to an ongoing CTS discount.

For the period August 2015, RTI cases were impacting council tax support discounts in working age and pensioner categories and we have seen entitlement in that period reducing at a much higher rate compared to August 2016 where the impact has been less per claim.

The reduction in pensioner claims appears to follow the Government's predicted forecasts that claims for pensioners are set to reduce as the national retirement age increases. National trends for other benefits confirms there is an increase in the

Appendix 1

female state pension age, which is also the age at which people become eligible for Pension credit . (DWP National statistics published 17 Aug 2016)

The reduction cannot be attributed to the Birmingham scheme design as the scheme follows the prescribed regulations to protect pensioners at up to 100% of council tax liability and as such they are excluded from the 80% maximum discount for working age claimants not in a protected category.

Of the 66% of working age customers, 38% fall in the protected/vulnerable category and 28% of claims are for working age non protected customers and as such can only claim up to a maximum of 80% of their Council Tax liability.

The most notable change is in the vulnerable category in 2015/16. Whilst the increase in the category was less than the previous year, there has been movement of 2,500 claimants that are now receiving relevant disability or carer benefits. The Department for Work and Pensions National Statistics (source Quarterly Benefits Summary – Great Britain Statistics to February 2016, publish 17th August 2016) indicate that there has been a national trend for increases in Personal Independent Payments and Carer's allowances. Whilst there have also been decreases in employment support allowances/incapacity benefits and in disability living allowance payments, overall payments have increased amongst these claimant group. Birmingham trends reflect this.

The speed of processing of new claims for Council Tax Support is being delivered inline with the target of an average of 25 days overall but with 100% being paid within 10 days if all necessary information is available.

Discretionary Hardship Fund

Birmingham City Council established the Council Tax Support Discretionary Hardship Scheme from 01 April 2013. This is a limited fund that is awarded to claimants affected by the Council Tax Support scheme, particularly those not in a protected category and as such are now liable to pay the minimum of 20%, who are experiencing extreme financial difficulty.

The fund was agreed at £500,000 in 2015/16, and the total awards made amounted to £347,987.

The fund agreed for 2016/17 is £250,000, and take up as at August 2016 is £107,557. The demand for this fund has been reducing year on year and the fund appears to be set at the appropriate level to meet need. Therefore the recommendation is to not make further reductions at this point.

Review of the Equality Assessment

An Equality Assessment (EA) commenced in May 2012 as part of the development of the CTS scheme for Birmingham. The EA was refined throughout the development of the scheme taking account of feedback from the formal consultation exercise. The EA set out the following aims and objectives to ensure that the scheme has due regard to the Council's duties to its equalities and diversity responsibilities.

Appendix 1

- To provide a localised Council Tax Support scheme for Birmingham
- To provide a scheme that helps the most vulnerable with financial assistance towards their council tax liability.
- A scheme that provides support for vulnerable people and pensioners but also provides an incentive to encourage people to obtain employment.

The EA has been revisited and the fourth year scheme review suggests that the Council Tax Support Scheme continues to meet our original objectives of protecting the most vulnerable. There have been no disproportionate or detrimental effects on any of the protected characteristic groups, the details of which are captured as part of the formal CTS EA review (attached to this report as Appendix 1).

Key Implications and Issues

This section provides some key implications and issues to be considered regarding any proposal to revise the current scheme.

Funding

Government funding to the Council for the Council Tax Support scheme is now part of the Settlement Funding Assessment.

The latest financial monitoring shows that the Council is operating within current resource forecasts

As such any changes to the current scheme design will need to be modelled within the context of the budget setting process and considered alongside the City's spending plans and the proposed savings programme.

Welfare Reform

In July 2015 the Government delivered its spending plan budget which introduced further welfare reforms.

From April 2016 a number of key changes affected the administration and budget of Council Tax Support.

In response, a report was commissioned by Birmingham City Council undertaken by Policy in Practice. This examined the impacts of the Welfare Reforms on claimants in Birmingham. It identified the cumulative impacts of the reforms to date, low income working – age households in Birmingham have seen their incomes fall by an average of £9.73 per week due to deficit-reducing welfare reforms (under occupation charge, benefit cap, Local Housing Allowances cap), and this may rise to an average of £18.44 per week with further reforms to the benefit cap and work incentives in tax credits planned in 2016.

The precise impact of the remaining reforms will not be known until the changes are fully rolled out in Birmingham. The Benefit Cap changes are due to impact claimants, between November 2016 and March 2017.

The Birmingham scheme allows the council scope to uprate or not all premiums and allowances used in the calculation of Council Tax Support independently of national working age benefits.

Government Review

The Local Government Finance Act 2012 placed a requirement on the Government to conduct an independent review of all local Council Tax support schemes within three years of the Act taking effect.

This review was conducted by Eric Ollerenshaw OBE (Birmingham were involved in discussion groups a part of this review) and the report was published in March 2016. This report makes a number of recommendations for the Government and Councils.

The headline findings of the report called for the Government to give councils a wider range of freedoms, specifically, greater control over the Single Person Discount and to remove protections for pensioners. The findings said that this would “improve a council’s ability to both manage financial risk and provide targeted support to local residents in need”. This would allow the Council to fundamentally redesign council tax discounts and present an opportunity to generate savings and distribute the impact of central government funding reductions more evenly.

In evidence to the Committee of Public Accounts the Department for Communities and Local Government it was reported that the review would examine “the effectiveness and efficiency of the scheme, its impact in terms of localism, and the relationship with Universal Credit.” However, since this report was published, the Department of Work and Pensions has confirmed that the roll out of Universal Credit will continue to be rolled out to Local Authorities on a phased basis, with an expectation to be fully operational by 2022.

Consultation

The Local Government Finance Act 2012 specifies that before any change to or introduction of a new scheme, the billing authority must in the following order:

- Consult as part of the design stage with any major precepting authority which has power to issue a precept to it
- Publish a draft scheme in such manner as it thinks fit, and
- Consult such other persons it considers are likely to have an interest in the operation of the scheme

Birmingham City Council will also have to re-consult with the public and any relevant stakeholders on the redesign of its local Council Tax Support scheme. Consultation would ideally need to run for a 12 week period.

The Council Tax Support Scheme 2017/18

Schedule 4 of the Local Government Finance Act 2012 requires each Billing Authority to consider whether to revise the scheme or replace it with another scheme for each financial year. Any revision or replacement must be made no later than the 31st January in the financial year preceding that for which revision or replacement is due to have effect. It is therefore necessary to give due consideration as to any revisions or replacement of the current scheme.

This report outlines some of the key findings from the Birmingham Council Tax Support scheme during its fourth year in operation. The scheme has continued to be effective in providing a system of financial support to those people in greatest need whilst also minimising the impact of the significant reduction in funding from central Government on the Council's finances.

The Equality Assessment has been revisited and demonstrates that there has been no disproportionate or detrimental effect on any of the protected characteristic groups.

Funding for Council Tax Support forms part of the overall Settlement Funding Assessment (SFA) As Government funding for Council Tax Support will not be increased, any reduction in council tax income because of the Government's budget changes will need to be met by the Council.

There are a number of factors which have been outlined in the report which need to be considered as part of the decision for the future of the scheme most notably the impacts of planned welfare reforms on the Council Tax Support budget.

It is difficult at this stage to gauge how much the cost of the scheme will increase. In fact any savings possibly identified by making minor adjustments to the scheme are likely to be outweighed by the cost and risk of rushing through changes without appropriate time to scope new schemes, conduct data analysis, complete financial modelling, develop IT systems, equality assess and consult on by 31 January 2017.

The Council will consider the appropriate level of funding for the Council Tax Discretionary Hardship Fund to help those suffering undue hardship as part of the overall budget setting process.

A more fundamental review of the scheme was considered during 2016/17, and the recommendation of Eric Ollerenshaw OBE was:-

“You will see that my report states that local government has effectively implemented the council tax support schemes, despite difficult circumstances. However, there remain some barriers which prevent schemes from fully meeting Government policy objectives. Many of these are within the control of Government, and I recommend that you correct them.

Government should also consider providing councils with a much wider range of freedoms, so that Local Council Tax Support schemes can be truly local. Devolving at least part of the prescribed scheme for pensioners, and the single

person discount, could significantly improve a council's ability to both manage financial risk and provide targeted support to local residents in need.”

As a result of these recommendations, before any changes to the current scheme are considered, the Council should wait for the Government response to the review of the Council Tax Support scheme as there may be a possibility that Local Authorities will be given greater power to manage the amounts of Single Person Discounts and Pensioner reductions given. This would allow the Council to fundamentally redesign council tax discounts and present an opportunity to generate savings and distribute the impact of central government funding reductions more evenly.

Recommendations

Having carried out the internal review on Birmingham's current Council Tax Support scheme it is recommended that no revision or replacement is required for 2017/18 and that the current scheme should continue for the next financial year notwithstanding any prescribed changes set by Government and/or annual uprating.

The Council should explore any future Council Tax Support scheme redesign, assess the impacts of ongoing welfare reforms, including roll out of Universal Credit and the results of the Government's response to the recommendations made as part of the Council Tax Support scheme review.

The Council can then understand the total, cumulative effect that these reforms have on its finances and the citizens of Birmingham, as and when the effects and details are more widely known.

Birmingham Council Tax Support Scheme Equality Assessment Review

August 2016

Purpose

This paper reports on the fourth year review of the Equality Assessment of the Birmingham Council Tax Support Scheme following its introduction in April 2013 and subsequent year one review in December 2013, year two review in September 2014, year three in August 2015 and year four review in August 2016 .

The Local Government Finance Act requires the billing authority to consider annually whether to revise its scheme or replace it with another scheme.

This review will contribute to those considerations and provide details about the impact of the scheme on those claimants with characteristics protected by the Equality Act 2010. Additionally it will evaluate the assumptions made in design of the scheme and whether any further mitigation is required.

Background

The Welfare Reform Act 2012 abolished Council Tax Benefit from April 2013. The Local Government Finance Act 2012 required Local Authorities to design their own schemes for Council Tax Support to be in place by 31 January 2013.

Pensioners are protected by prescribed regulations and therefore Council Tax Support for this group remains as it was under the previous Council Tax Benefit scheme.

The Council Tax Support scheme for Birmingham is a means tested discount, defined in principle by the terms of the Government's default scheme. The maximum Council Tax Support is restricted to 80% of the Council Tax liability for claimants of working age.

The Birmingham scheme has built in protection for vulnerable claimants, these are:-

- Claimant or their partner is a pensioner (as prescribed in law)
- Claimant or their partner is entitled to the disability premium, severe disability premium, enhanced disability premium or disabled child premium
- Claimant or their partner is in receipt of Employment Support Allowance with a
 - qualifying disability related benefit
- Claimant or their partner receives a war disablement pension, war widows
 - pension or war widower's pension
- Claimant or their partner has a dependent child under 6
- Claimant or their partner qualifies for the carer's premium

Appendix 2

As such, people with the greatest need of support, pensioners, carers, those with a disability, those in receipt of a war pension, those with dependent children under 6 years of age and those with a disabled child continue to have their maximum council tax support calculated based on 100% of their council tax liability as part of the Birmingham scheme.

The scheme also allows for claims to be backdated up to a maximum of one month.

The scheme includes a discretionary hardship fund.

Equality Assessment Review

The scheme was subject to a full Equality Assessment and consultation through to introduction.

The Equality Assessment commenced in May 2012 as part of the development of the CTS scheme for Birmingham. The assessment was amended throughout the development of the scheme taking account of feedback from the formal consultation exercise. The Equality Assessment set out the following aims and objectives to ensure that the scheme has due regard to the Council's duties to its equalities and diversity responsibilities:

- To provide a localised Council Tax Support scheme for Birmingham
- To provide a CTS scheme that helps the most vulnerable with financial assistance towards their council tax liability.
 - The implementation of a scheme that provides support for vulnerable people
 - and pensioners but also provides an incentive to encourage people to
 - obtain employment.

This review of the Equality Assessment as at August 2016 considers the impact of the scheme against the protected characteristics defined by the Equality Act 2010, using the data profiles gathered from the CTS modelling function (CTR300).

The protected characteristics are defined under age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion and belief, gender and sexual orientation.

The initial Equality Assessment was made on the basis of known ethnicity data for 25% of the caseload, since introduction of the new scheme this has decreased to 20% .

Protected Characteristics

Age - The scheme is prescribed for pensioners to continue receiving up to a maximum of 100% of their Council Tax liability subject to means testing.

Prior to the introduction of the new scheme 136,400 claimants were in receipt of Council Tax Benefit. The split between pensionable age claimants and working age claimants was 38% (51,403) and 62% (84,997) respectively.

Appendix 2

The EA review was carried out as at August 2016 which showed that the caseload of 126,891 had reduced by 9,509 cases since the start of the scheme in April 2013. The split between pensionable age claimants and working age claimants was 43,241 and 83,533 respectively. The majority of the reduced caseload is pension age (4.1% decrease) whereas the working age caseload has since a smaller reduction of 2.8%..

The reduction in pensioner claims appears to follow the Government's predicted forecasts that claims for pensioners are set to reduce in the coming years as the national retirement age increases. The reduction cannot be attributed to the Birmingham scheme design as the scheme follows the prescribed regulations to protect pensioners at up to 100% of council tax liability and as such they are excluded from the 80% maximum discount for working age claimants not in a protected category.

The scheme also provides protection for claimants with children under the age of 6. It was predicted prior to the introduction of the scheme, (using previous scheme data) that 21,129 claimants would benefit from this protection. The current scheme data indicates 18,528 claimants receive this protection as at August 2016 when the EA review was carried out.

The number of those protected in this grouping could be indicative of:

- a) current caseload trends
- b) national birth rate trends*
- c) notification of a relevant change in circumstance, such as the birth of a child. (Now that most working age customers must pay at least 20% towards their Council Tax bill, customers are more likely to keep us up to date with their circumstances so to receive their correct entitlement / protection from the minimum contribution).

*The Office of National Statistics has reported a decrease in national birth rates when compared to 2012, so numbers in this protected group are not expected to increase substantially (*Births in England & Wales, 2014, ONS July 2015*).

This demonstrates that the Birmingham scheme is meeting its overall objective of providing protection for families with young children as set out in the original Equality Assessment.

Disability - When designing the scheme and it was proposed as part of the formal consultation to offer protection to disabled people who included in their benefit assessment a disability premium. At that point there were around 13,000 benefit claims meeting these criteria. In response to feedback as part of the formal consultation this definition was widened to include those claimants in receipt of ESA who were in receipt of a qualifying benefit such as DLA. Similarly, maintaining support for people with disabilities, carers entitled to the carer's premium were also protected. It was assumed prior to the introduction of the scheme, using previous scheme data that 18,043 claimants would benefit from this protection.

August 2016 statistics showed that there are now 30,218 claims having been made from these groupings. This demonstrates that the Birmingham scheme is meeting its overall objective of providing protection for people with disabilities as set out in the original Equality Assessment.

Appendix 2

The marked increase in the number of those protected in these groupings could be indicative of:

a) current caseload trends (increased number of claims from vulnerable customers received since 01 April 2013)

b) notification of a relevant change in circumstance, such as the award of a disability/carers benefit.

(Now that most working age customers must pay at least 20% towards their Council Tax bill, customers are more likely to keep us up to date with their circumstances so to receive their correct entitlement / protection from the minimum contribution).

Gender reassignment – This information is not collected as part of the administration of the Council Tax Support Scheme however there is no record of having received any comments or complaints or challenges regarding this particular group in respect of the design and operation and administration of the Birmingham Council Tax Support Scheme.

Marriage and civil partnerships - This information is not collected as part of the administration of the Council Tax Support Scheme however there is no record of having received any comments or complaints or challenges regarding this particular group in respect of the design and operation and administration of the Birmingham Council Tax Support Scheme.

Pregnancy and Maternity- This information is not collected as part of the administration of the Council Tax Support Scheme however there is no record of having received any comments or complaints or challenges regarding this particular group in respect of the design and operation and administration of the Birmingham Council Tax Support Scheme. The scheme does not provide any specific protection for this grouping, however following the birth of a child, if entitled to the discount, the claimant would receive protection as a member of the protected categories already set out as part of the scheme due to having a child under the age of 6.

Race – Analysis of the working age caseload indicates that the ethnicity breakdown of claimants is broadly comparable to that of last year, with less than a 1% (plus or minus) difference in most groups. As we currently now hold data on 20% of cases as opposed to 25% when the scheme began and given we have a reduced caseload since go-live, a small fluctuation in overall caseload percentages would be relative and therefore no disproportionate change is evident.

The scheme provides protection for claimants with children under the age of 6. A comparison of the ethnicity of those protected is broadly comparable to last year, at less than a 1% (plus or minus) difference for all groups. with the exception of a reduced number of White UK 2%) claimants. This could be indicative of:

a) current caseload trends (reduced caseload since 01 April 2013 / decreased 'ethnicity' data pool)

b) national birth rate trends*

* The Office of National Statistics has reported that the proportion of births to

Appendix 2

mothers born outside the UK is increasing year on year. Over a half of births (67%) in 2014 (@ 190916) were to mothers born outside the UK (*Births in England & Wales*,

Similarly, when considering the ethnic background of those claimants with disabilities who receive protection against the caseload ethnicity breakdown these are also broadly comparable to last year, at around 1% (plus or minus) difference for all groups.

Religion and belief - This information is not collected as part of the administration of the Council Tax Support Scheme however there is no record of having received any comments or complaints or challenges regarding this particular group in respect of the design and operation and administration of the Birmingham Council Tax Support Scheme.

Gender – Although this information is recorded, there is no adverse impact on the grounds of gender. The Birmingham Council Tax Support scheme is open to applications from persons of any gender and there are no aspects of the scheme which impact in any way on the availability of support to claimants based solely on gender.

Sexual Orientation- This information is not collected as part of the administration of the Council Tax Support Scheme however there is no record of having received any comments or complaints or challenges regarding this particular group in respect of the design and operation and administration of the Birmingham Council Tax Support Scheme.

Council Tax Discretionary Hardship Fund

As part of the design of the Council Tax Support scheme for Birmingham there is a Discretionary Hardship Fund. This fund was included as part of the scheme as the main source of mitigation for any claimants affected by the reduction in the level of support from the previous maximum of 100% under the council tax benefit scheme to a maximum of 80% under the Council Tax Support scheme.

This fund is available to any person experiencing difficulty in making the payments against their liability following the award of Council Tax Support and operates in a similar way to the Discretionary Hardship Payment system already in place for Housing Benefit.

Council Tax Discretionary Hardship awarded in 2015/16 amounted to £347,986.94 (including prior year awards of £85,488.90)

This is reflective of the work that has been undertaken over the last year to increase take up of this fund, including improved promotion of the scheme and developing proactive initiatives to ensure that the fund is utilised by those who need it most.

Furthermore the Benefit Service continues to review its Council Tax Discretionary Hardship Fund policy and the council will consider the most appropriate level of future funding for the fund as part of the overall budget setting process.

Conclusion

Appendix 2

Following the fourth year review of the Equality Assessment for the Council Tax Support Scheme it has been concluded that Birmingham continues to protect the most vulnerable categories of claimant which includes those defined to have protected characteristics within the Equality Act 2010. As such further mitigation does not appear to be required.

REPORT OF THE DEPUTY LEADER

BIRMINGHAM DEVELOPMENT PLAN – ADOPTION

1. Purpose of Report

1.1 To seek approval to:

Adopt the Birmingham Development Plan 2031 and amend the statutory development plan accordingly.

2. Background

2.1 The Birmingham Development Plan (BDP) sets out a spatial vision and a strategy for the sustainable growth of Birmingham for the period 2011- 2031, and will be used to guide decisions on planning, development and regeneration activity over this period.

2.2 Adoption of the BDP will result in changes to the statutory development plan. This includes replacing the policies in the Birmingham Unitary Development Plan 2005, with the exception of policies contained in chapter 8 and paragraphs 3.14 to 3.14D of that plan, which will continue in force until the adoption of the Council's proposed Development Management Development Plan Document.

2.3 The BDP has been prepared in accordance with the Planning and Compulsory Purchase Act 2004 and Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended).

2.4 The Plan was submitted to the Secretary of State for examination in July 2014. Hearings were held in October / November 2014 and the Inspector published a schedule of proposed modifications which he considered were necessary for the Plan to be 'sound' in July 2015.

2.5 There have been several public consultations during preparation of the BDP including consultations on the pre submission (draft) version of the Plan and the Inspector's proposed modifications and revised Sustainability Appraisal, which was reported to Cabinet on 27 July 2015.

Inspector's Report

2.6 The Inspector published his final report in March 2016, which incorporates a number of modifications. The Inspector concluded that, subject to the modifications being made, the Plan is sound, it satisfies the requirements of Section 20(5) of the 2004 Act and it provides an appropriate basis for the planning of the city. The Inspector found that:

- Consultations on the BDP met all the relevant legal requirements
- All relevant legal requirements in respect of the duty to co-operate were complied with
- The BDP appropriately identifies housing needs and sets out effective measures to meet them (including the needs of Gypsies and Travellers)
- The BDP makes appropriate provision to meet employment development needs
- Exceptional circumstances to justify alterations to the Green Belt boundary in order to allocate the Sustainable Urban Extensions at Langley, land for housing at the former Yardley sewage works and a large employment site at Peddimore have been demonstrated
- No further green belt / green field releases are justified (calls for additional / larger green belt and green field land releases from developers and land owners were dismissed)
- Other policies relating to growth areas, centres, minerals and waste, climate change and flood risk, transport and communications, the natural and historic environment, green belt, open space, sports and recreational facilities, education and health are justified and effective
- Implementation of the BDP is economically viable
- The Sustainability Appraisal provides adequate explanations for the Council's decisions in respect of the Green Belt releases.

2.8 The Inspector has recommended a significant number of modifications, but the majority of these relate to matters of detailed wording. The BDP has been revised to incorporate the Inspector's modifications in order for the City Council to adopt it. None of the modifications are fundamental to the BDP's strategy. The most significant modifications are:

- The overall housing requirement is 89,000 dwellings (an increase of 4,000), but there is no change to the target of 51,100 to be delivered in Birmingham
- The developable area of Peddimore is reduced from 80 hectares to 71 hectares
- Two sites are allocated for gypsy and traveller use
- An early review of the Longbridge Area Action Plan should be undertaken
- A new minerals policy is included to ensure that viable workable mineral reserves are extracted before development takes place

- Key elements of existing Supplementary Planning Documents (the Protection of Industrial Land, Shopping and Local Centres and Open Space in New Residential Development) are included within the BDP
- Revisions to monitoring criteria and to the measures which will trigger a review of the BDP in the event of under performance against targets

- 2.9 Adoption is the final stage of putting a development plan in place. A plan can only be adopted by a full meeting of the local planning authority and adoption is immediate upon resolution. (Regulation 4(1) and (3) of the Local Authorities (Functions and Responsibilities) (England) Regulations 2000.
- 2.10 The Inspector's final report and modifications were reported to Cabinet on 13 December 2016. Cabinet approved the recommendation that full Council adopt the BDP and amend the development plan accordingly at its meeting on 10 January 2017.
- 2.11 The preparation of a development plan is a statutory requirement. The BDP has followed the statutory process for preparing the Plan. The BDP cannot be adopted unless the City Council accepts the Inspector's recommendations.

Motion

That the City Council:

- 1) Adopts the Birmingham Development Plan and amends the statutory development plan accordingly.**

Appendices

1. Birmingham Development Plan 2031
2. Birmingham Development Plan Policies Map
3. Inspector's Report on the Examination of the Birmingham Development Plan 2031
4. Inspector's Recommended Main Modifications
5. Equalities Assessment of the Birmingham Development Plan
6. Cabinet Report 13th December 2016



BIRMINGHAM DEVELOPMENT PLAN
Part of Birmingham's Local Plan

Planning for sustainable growth

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Foreword

The Birmingham Development Plan was adopted by Birmingham City Council on 10th January 2017. It sets out our vision and a strategy for the sustainable growth of the City for the period up to 2031.

The City faces a number of challenges that will need to be addressed if we are to achieve our ambition for Birmingham to be renowned as an enterprising, innovative and green City.

The City's population is projected to grow by an additional 150,000 people by 2031, which means that new homes and jobs will be required, as well as the creation of quality environments in order for residents, workers, businesses and visitors to thrive.

The Birmingham Development Plan has a central role in how we address these challenges. It sets out a framework that will guide future development across the City, in particular how we address climate change, quality of life, delivery of infrastructure, creation of an inclusive economy and Birmingham's national/international role.

By planning positively, we can ensure that growth is accommodated in a way that is both sustainable and deliverable.

Councillor Ian Ward

Deputy Leader
Birmingham City Council



1

Introduction

Introduction

1.1 The Birmingham Development Plan 2031 (BDP) is the City's statutory planning framework guiding decisions on all development and regeneration activity to 2031. The BDP sets out how and where new homes, jobs, services and infrastructure will be delivered and the type of places and environments that will be created.

1.2 The preparation of the BDP started in 2007 when the City Council decided that a new strategic planning document was needed to guide future growth and development. In Autumn 2008 a period of public consultation was held seeking views on a proposed strategy and range of options for delivering housing and economic growth. Following this consultation further work was carried out and in December 2010 a document entitled the Birmingham Core Strategy Consultation Draft was published.

1.3 As progress was being made in producing the final version of the BDP a number of significant changes occurred. The publication of the National Planning Policy Framework and the emergence of higher population projections required a review of how the City should plan for future development, which necessitated a further round of consultation to identify options for meeting the new challenges.

1.4 Between October 2012 and January 2013 a further options consultation on Planning for Birmingham's Growing Population was held. The outcomes of that consultation, along with all previous work and comments made during the past consultations have been drawn together to inform this pre-submission version of the BDP.

1.5 Throughout all the consultations a wide range of people and organisations have been engaged to gain as many ideas and opinions as possible on how Birmingham could develop up to 2031.

1.6 In parallel with the stages of consultation a range of supporting evidence has been gathered to help inform the approach of the BDP. Also integral to the plan's preparation has been the Sustainability Appraisal which has ensured that the approach is the most appropriate given the reasonable alternatives and that the full social, environmental and economic effects have been considered. The Plan is also supported by a Habitats Regulation Assessment.

1.7 In developing the BDP, the City Council has worked with authorities which adjoin or are close to Birmingham and other organisations collaboratively through the Duty to Co-operate to seek to identify a way forward on those issues of a strategic nature that are of greater than local significance.

1.8 The BDP was submitted to the Secretary of State and considered at an Examination in Public in October/November 2014. This process has determined that the BDP:

- Is consistent with national planning policy.
- Meets the development and infrastructure needs of the City along with any needs from neighbouring areas where it is reasonable to do so.
- Is consistent with achieving sustainable development.
- Has considered all reasonable alternatives in producing the plan.



New Street Station

- Is justified with evidence to support the approach taken in the Plan.
- Has been prepared through joint working to address cross boundary issues.
- Is deliverable.

1.9 While the BDP is intended to provide a long term strategy for the whole of the City it will not be able to provide all the detail necessary to guide all development. To support the delivery of the BDP a range of area and thematic based planning policy documents will be brought forward to provide more detail building upon the principles and strategy of the BDP. The City Council's Local Development Scheme will provide details of these documents with a schedule for their production.

1.10 The City Council has already adopted two Area Action Plans (AAP); Aston, Newtown and Lozells AAP and Longbridge AAP. A further AAP is in production for the Bordesley Park area. The City Council will also be producing a Development Management Development Plan Document (DPD) and has a range of Supplementary Planning Documents (SPDs) and Area Regeneration Frameworks.

1.11 The Big City Plan, launched in September 2010, sits alongside the BDP as a non-statutory document that sets out a vision and framework for how the City Centre will be transformed and the key proposals are reflected in the BDP.



Shoppers at the Bullring

1.12 The BDP will replace the saved policies of the Birmingham Unitary Development Plan 2005, with the exception of those policies contained within chapter 8 and paragraphs 3.14 to 3.14D of that plan which will continue in force until the adoption of the Council's proposed Development Management DPD. The BDP will also replace Policy ED1 of the adopted Aston, Newtown and Lozells AAP (July 2012).

Structure of the BDP

1.13 The BDP is divided into six parts:

- Section 1 - provides an introduction to the BDP.
- Section 2 - describes the key characteristics of the City and the challenges for the future to which the BDP responds.
- Section 3 - sets out the vision, objectives and strategy for how the City will develop over the period 2011-2031.

- Section 4 and 5 - provides detail on how and where the future growth of the City will be delivered.

- Section 6 to 9 - contains policies covering a range of topics to guide how future growth and development will be managed.

- Section 10 and 11 - covers how the policies and proposals will be implemented and monitored. These provide a clear indication of how the BDP will be implemented and the indicators that will be used to measure its success.

1.14 There is an important emphasis on delivery and the BDP is accompanied by an Infrastructure Delivery Plan (IDP).

Waheed Nazir
Strategic Director
Economy



2

About Birmingham

About Birmingham

2.1 Birmingham is a major city, the UK's largest outside London, with an established international standing and reputation as well as being the capital of the West Midlands.

2.2 Since the 1980s the City has been revitalised through economic restructuring, estate regeneration and transformation of its environment.

2.3 With a population of just over 1 million, the Census 2011 recorded Birmingham as having a significantly younger population profile than the national average, and an ethnically diverse population. In 2011, Birmingham was recognised as the top English core city in terms of the diversity of languages spoken (Cushman & Wakefield, 2011). The latest Census also shows that there are approximately 411,000 households in the City, with an average household size of 2.6 residents.

2.4 The City is a major employment centre, drawing in workers from across the West Midlands. It is a leading European business destination with an economic output of £20bn per annum. The local economy has major strengths, particularly in business, professional and financial services; digital media; advanced manufacturing (including the automotive industry); jewellery and environmental and medical technologies. Many international companies are based in the area, including Jaguar Land Rover, Kraft, KPMG, Deutsche Bank and GKN.

2.5 The local economy is supported by five universities and six major colleges. They provide world class learning environments, reflecting recent and ongoing investment programmes, supporting over 73,000 undergraduate and postgraduate students.

2.6 The City is a centre for culture, sports, leisure and shopping. It benefits from world class venues for everything from arts to conferencing, with over 30 million people visiting a year. Many of these attractions are in the City Centre, but there are also others, such as Edgbaston Cricket Ground and Sutton Park. Birmingham's sports teams and facilities regularly put it in the national and international spotlight.

2.7 There is a network of over 70 local centres across the City, with the largest being Sutton Coldfield. These centres help to meet a range of shopping needs, and act as a focus for local life and successful communities. Some centres specialise in different services, including the independent retail shops in Moseley and restaurants in the 'Balti Triangle' in the Sparkhill and Ladypool Road Centres.



The Library of Birmingham

2.8 In 2012, Birmingham was ranked as the most attractive UK regional City for quality of life.

2.9 Birmingham's City Centre is a major business and tourist destination. It is an international economic hub, benefiting from a diverse mix of retail, cultural, recreation and leisure uses. It is the UK's largest financial centre outside of London, with a large number of regional and national headquarters.

2.10 The City Centre attracts people to the City with a number of visitor destinations including the Library of Birmingham, the Bullring shopping centre, the Mailbox, the International Convention Centre (ICC), Symphony Hall and the Barclaycard Arena. The Centre benefits from a successful network of public squares, spaces and streets.

2.11 Birmingham is one of the most connected cities in the UK. There are three main railway stations (New Street, Moor Street and Snow Hill), located in the City Centre with direct services to cities across England, Scotland and Wales. Birmingham Airport, adjacent to the City boundary, operates routes worldwide. The City has excellent links with the national motorway network.

2.12 The City is also served by an extensive road network, linking the surrounding areas into the City Centre. There is a network of local bus and suburban rail services and a Metro line. There are cycling and walking routes, including the National Cycle Network and the canal network.

2.13 The built environment of Birmingham is mainly as a result of



The Cube

development in the 18th, 19th and 20th Century. The historic character of the City can still be seen today, with nationally renowned assets in the Jewellery Quarter and Bournville. The historic parts of the City Centre, including characteristic Victorian buildings and St Martins Church, are complemented by a number of landmark buildings, including the silver disc Selfridges building on the Bullring Shopping Centre and the Library of Birmingham.

2.14 The City Centre is surrounded by many pleasant and desirable leafy suburbs each with its own character and identity. This includes Edgbaston, Sutton Coldfield, Moseley and Harborne. Other residential areas have been subject to improvements, including successful investment in Castle Vale and Attwood Green.

2.15 Birmingham currently has 13 Scheduled Ancient Monuments,

almost 1,500 Listed Buildings, 30 Conservation Areas, 15 Historic Parks and Gardens and over 400 Locally Listed Buildings - all of which are unique heritage assets. The City's Historic Environment Record is continuously being updated and developed to include all aspects of the City's historic environment including non-designated heritage assets.

2.16 The City is one of Britain's greenest with more than one fifth of its area consisting of parks, nature reserves, allotments, golf courses and playing fields, many of which are linked by rivers, watercourses and a significant number of canals. Some of these assets are of national significance, including Sutton Park. There are also a number of Local Nature Reserves and sites identified for their nature conservation value and the City forms part of the Birmingham and Black Country Nature Improvement Area.

2.17 Birmingham is at the centre of the West Midlands region and has important relationships with surrounding areas. There are significant amounts of in-commuting to Birmingham, particularly from South East Staffordshire, South Warwickshire, Solihull and North Worcestershire and net migration from Birmingham to these areas. There are also important connections to neighbouring communities, regeneration programmes and environmental networks in the Black Country, North Solihull and Bromsgrove. The City collaborates with these areas through partnership arrangements, including the Greater Birmingham and Solihull Local Enterprise Partnership (LEP).

Challenges

2.18 The next 20 years are going to be amongst the most important for Birmingham. The progress that has been made has transformed the reputation of Birmingham, but if the City is to achieve its ambitions and prosper it will need to take a positive, proactive and plan-led approach to address the challenges that the coming years will pose:

- The City will need to play its part in reducing the impact of climate change and be prepared to adapt to its consequences so it can continue to prosper socially, environmentally and economically. This will require new approaches to development.



Selfridges at the Bullring

- By 2031, Birmingham's population is expected to grow by 150,000. It will be important that this growth is supported by high quality and affordable homes that integrate with communities, help reduce overcrowding and provide access to services and jobs.
- For a densely built up area like Birmingham there are significant challenges in identifying appropriate sites to accommodate and deliver the long term levels of growth needed within the existing built up area. This will require joint working with partners in adjacent areas to address where housing and employment is best located.
- The recent recession and resulting economic conditions have re-emphasised the continuing need to strengthen and diversify Birmingham's economy. The role of existing sectors in the City will change reflecting adjustments in the wider economy.
- There are a number of disadvantaged communities in Birmingham, particularly in the inner areas of the City. This corresponds spatially with other social issues including poor health and poverty. Worklessness is a significant issue - the employment rate is below the national average. There is a need to create local jobs for local people.
- There is a need to continue to secure investment and improvements to public transport to improve access to services, jobs and address congestion. More could be done locally to take advantage of the benefits and opportunities offered by cycling and walking.
- The changing nature of the retail industry is already impacting on the vitality of a number of the centres in Birmingham. These are an important part of the local economy and need to be supported to provide services for communities.

- Birmingham needs to continue to maintain and improve the quality of its built environment (including its historic environment) to help strengthen its local distinctiveness. Its design and archaeology standards must be higher to reflect that of a major international City. Birmingham's unique heritage assets have a positive role to play in this.
- The delivery of infrastructure (including health facilities, energy, schools, public spaces and transport) will require the effective coordination of delivery partners and agencies.
- The quality of the natural environment will need to be conserved and enhanced to provide facilities for people and connected networks to support wildlife. This will include addressing flood risk and low levels of biodiversity quality in parts of the City.
- Birmingham is part of a local and global market place and competes with other areas for investment. The positive progress that has been made in securing recent investment needs to continue to help the City prosper.



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3

The vision, objectives
and strategy

The vision, objectives and strategy

The vision - Birmingham in 2031

3.1 By 2031 Birmingham will be renowned as an enterprising, innovative and green City that has delivered sustainable growth meeting the needs of its population and strengthening its global competitiveness.

3.2 We will plan to ensure Birmingham's residents will be experiencing a high quality of life, living within attractive and well designed sustainable neighbourhoods. The choice and affordability of housing will be meeting the needs of all and local jobs and services will be accessible by a range of sustainable transport choices.

3.3 The City's economy will be strong and prosperous, built around a diverse base of economic activities and supported by a skilled workforce. The City Centre will have expanded, accommodating major

new prime office developments and a series of exciting destinations boosting the cultural, leisure and retail offer. The network of thriving local centres will reflect the diversity of the City and the needs of local people.

3.4 The historic environment and the sense of place of localities throughout the City will have been enhanced. The City will have achieved high sustainability credentials with resilient, adaptive environments with all new developments built to high standards of design.

Objectives

3.5 To deliver the vision of Birmingham in 2031 and ensure that future development meets the aspirations for the City the objectives of the BDP are:

- To develop Birmingham as a City of sustainable neighbourhoods that are safe, diverse and inclusive with locally distinctive character.
- To make provision for a significant increase in the City's population.
- To create a prosperous, successful and enterprising economy with benefits felt by all.
- To promote Birmingham's national and international role.
- To provide high quality connections throughout the City and with other places including encouraging the increased use of public transport, walking and cycling.
- To create a more sustainable City that minimises its carbon footprint and waste, and promotes brownfield regeneration while allowing the City to grow.
- To strengthen Birmingham's quality institutions and role as a learning City and extend the education infrastructure securing significant school places.
- To encourage better health and well-being through the provision of new and existing recreation, sport and leisure facilities linked to good quality public open space.



Proposals for Paradise Circus

- To protect and enhance the City's heritage assets and historic environment.
- To conserve and enhance Birmingham's natural environments, allowing biodiversity and wildlife to flourish.
- To ensure that the City has the infrastructure in place to support its future growth and prosperity.

The strategy

3.6 To meet Birmingham's future needs and achieve the vision, we will need to provide for significant new growth in the most sustainable way, ensuring that the development of new homes is matched by the provision of opportunities for new employment, accessible local services and a high quality environment.

3.7 Developing Birmingham's international role will be an important part of its economic success, attracting inward investment and visitors, and supporting the delivery of the growth agenda. Building on previous plans the approach will continue to be to promote urban regeneration, and to encourage investment and improvement within the city wherever possible. However the growth pressures facing the city are such that some development will be necessary outside the limits of the existing urban area.



Longbridge

The environment and sustainability

3.8 The City's future growth will be pursued in the most sustainable way; reducing the City's carbon footprint and creating resilient and adaptive environments. New development will need to be built to the highest sustainability standards, helping to generate wider benefits in terms of the quality of the environment and carbon reduction, be energy efficient, using renewable resources, and minimising the production of waste. The built environment will need to be resilient to the potential impacts of climate change with flood plains protected from inappropriate development and the sustainable management of the City's watercourses promoted.

3.9 All future development will need to be supported by suitable social and green infrastructure and set within environments that reflect the character and history of the City. Across the City all development must be well-designed, accessible and safe including for people with disabilities. Schools, health care facilities, shops and other services need to be available in accessible locations along with parks, sports facilities and well-maintained local public open space, forming part of a wider 'green infrastructure network' threading through the City and linking to the open countryside beyond. The canal network will continue to be promoted as a vital asset for the City, supporting movement, environmental and biodiversity quality and as the setting for development.

3.10 The historic environment will be central to shaping the City's future. Heritage assets will be valued and conserved as part of the delivery of distinctive places. Equally, biodiversity and geodiversity will be critical components in delivering a high quality of life. Birmingham's wide variety of natural environments will be protected and enhanced in line with the principles of the Birmingham and Black Country Nature Improvement Area and taking account of the Arden and Cannock Chase and Cank Wood National Character Areas identified by Natural England. New opportunities for wildlife and biodiversity will be encouraged as part of new and existing development.

Economy and network of centres

3.11 The continued revitalisation and modernisation of the City's economy will be central to the growth agenda ensuring that jobs and prosperity are generated for current and future residents.

3.12 A continuous supply of land and full range of premises will be made available for all forms of employment development, including for the growth and modernisation of existing companies, the establishment of new businesses and to attract investment from both within the UK and internationally.

3.13 The City's Core Employment Areas will play an important role in accommodating the requirements of a wide range of economic sectors. These Core Employment Areas provide the City's main employment opportunities and include the Regional Investment Sites and other high quality areas such as The Hub, Witton and Bromford. To meet the City's need for a flexible supply of high quality sites, to accommodate economic development and investment, some development will need to take place on land removed from the Green Belt. The site at Peddimore will provide the City with much needed employment land of the right size and type for major investors.

3.14 Particular emphasis will be placed on ensuring that sites are available to support the economic sectors important to the City's economic growth. These include business, financial and professional services, creative and digital media, life sciences, food and drink, ITEC, logistics and advanced manufacturing.

3.15 Clustering these high growth sectors in specific locations will play a vital role in attracting investment and enabling growth. Six Economic Zones have been created to provide the clustering of economic activity within high quality business environments that are supported by the right infrastructure.

3.16 The Economic Zones are an Advanced Manufacturing Hub at the East Aston Regional Investment Site, ITEC Park at the Longbridge Regional Investment Site, Life Sciences Campus around the Queen Elizabeth Hospital and Birmingham University Campus, Environmental District at Tyseley, Food Hub at the former IMI site at Witton and The City Centre Enterprise Zone (EZ). The EZ, covering 26 sites in the City Centre, will play a key role in delivering high quality office accommodation for growth in business, financial and professional services, and supporting digital media and creative industries.

3.17 Outside of the core employment 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. Marginal 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.

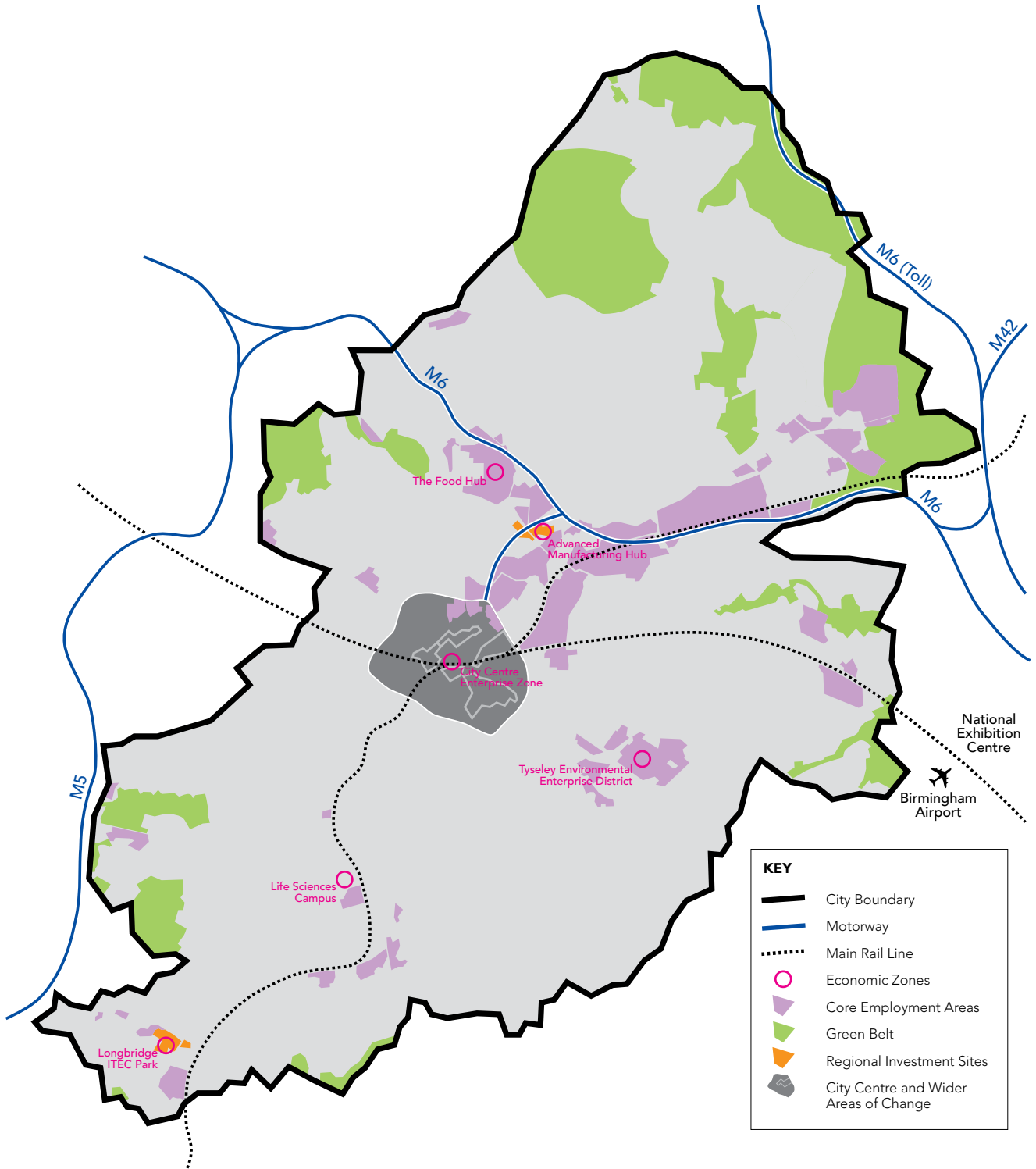
3.18 The provision of land and premises is only part of creating a prosperous economy and the City will need a skilled and competitive workforce now and in the future. The role of the Universities, education establishments and

other providers will be central to ensuring the workforce is equipped to drive the economy.

3.19 A thriving network of centres will be central to delivering new office and retail development and other services to support communities throughout the City. The priority will be to promote retail and office development within the defined centres and resist development that would undermine the strength of the network.

3.20 This network comprises:

- The City Centre, which will continue to be strengthened as a centre for financial and business services, and as a destination for shopping, business tourism and major cultural events with world class conference facilities and venues. Five wider areas of change will deliver the growth to strengthen the role of the City Centre, investing in new high quality buildings and public spaces and creating new vibrant destinations. This growth will be coupled with a focus on promoting the distinctive character of the Quarters. The success of the City Centre will be central in promoting the international profile of the City and attracting investment and visitors.
- Sutton Coldfield Town Centre as a sub-regional centre is capable of accommodating significant additional comparison retail floorspace and some office space.
- Perry Barr, Selly Oak and Meadway as district growth centres accommodating both retail and office uses at lower levels to the City Centre and sub-regional centre.
- A network of some 70 other district and neighbourhood centres accommodating more limited levels of growth supporting local needs.



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Homes and neighbourhoods

3.21 At the heart of the City's growth agenda will be the promotion of sustainable neighbourhoods as a means of supporting the City's increasing and diverse population in the most sustainable way possible. For sustainable neighbourhoods to flourish they will be supported by high quality local infrastructure and services, including a thriving network of local centres that provide for the local population and are accessible by a range of sustainable travel options.

3.22 High standards of design in new residential areas will be expected with a strong sense of place, environmental sustainability and climate proofing, attractive, safe and multi-functional public spaces and effective long-term management ensured. There will be an expectation that new housing will complement the character and environment of the surrounding area, in order to create high quality living environments, which promote good health and well-being.

3.23 In delivering the principles of sustainable neighbourhoods a wide choice of housing sizes, types and tenures will be provided to meet community needs including homes for families, the elderly and appropriate levels of affordable housing. The contribution that 'mature suburbs' make to quality and choice within the City's housing stock will continue to be maintained and enhanced.

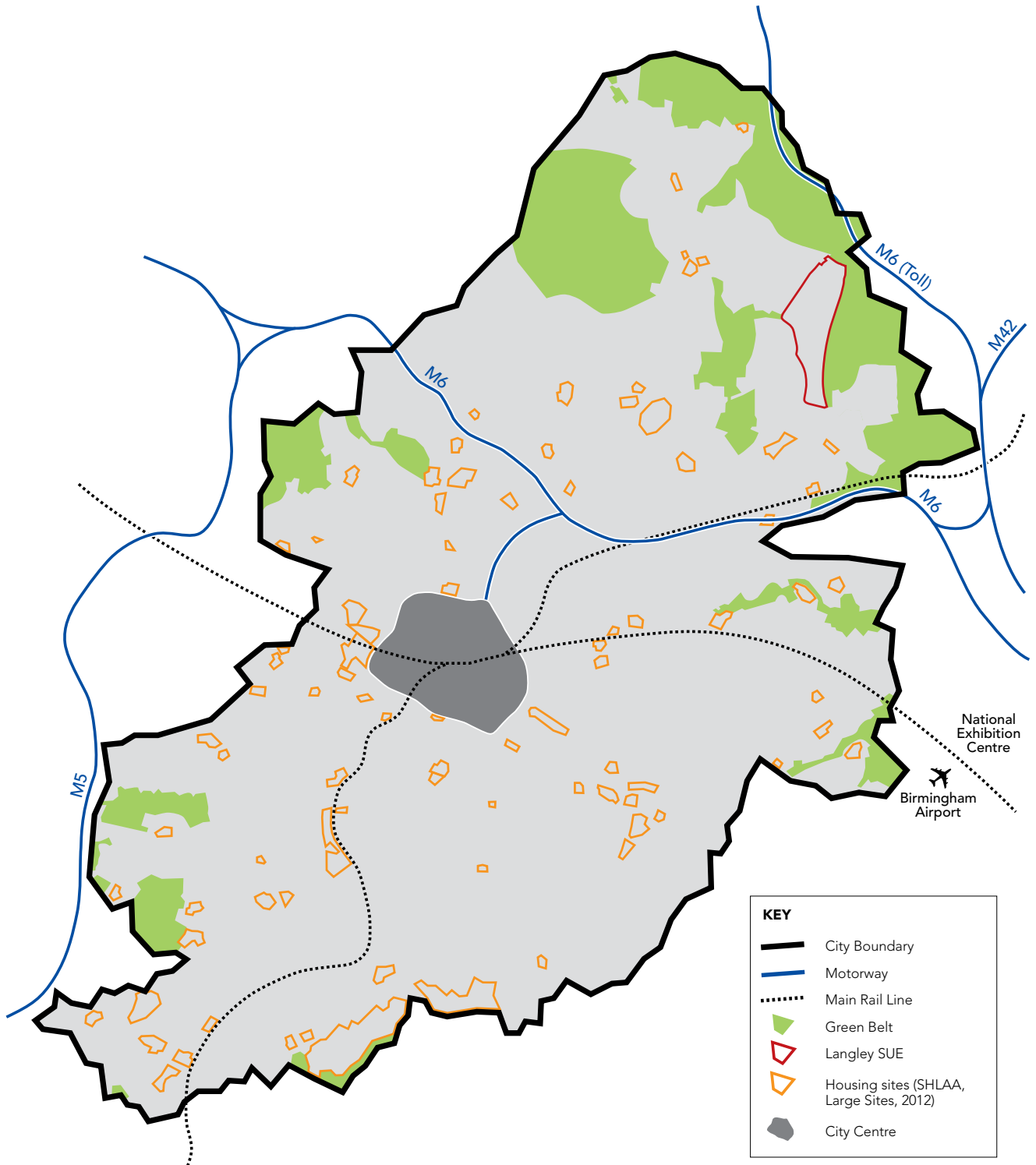
3.24 Over the period 2011 to 2031 the focus will be on delivering as much of the new housing that the City needs within the urban area as possible subject to maintaining the attractiveness of neighbourhoods as places to live. Brownfield and other available sites within the existing built-up area, including major developments such as Greater Icknield, the Southern Gateway and Longbridge, will be the priority. Within the urban area there is capacity for some 45,000 homes including bringing vacant

property back into use and utilising industrial land and some open space that no longer performs its original function.

3.25 While development in the urban area will be prioritised there is a limit to the amount of available space to accommodate the City's growing population. The removal of land from the Green Belt will provide for an additional 6,000 homes. Development in this location will be treated as a Sustainable Urban Extension (SUE) and will be required to deliver the principles of sustainable neighbourhoods.

3.26 In order to ensure the most effective use of land we will seek to ensure a density of 40 dwellings per hectare throughout most new residential schemes with higher densities required in the City Centre and areas well served by public transport. There will also be an emphasis on improving existing housing of poor quality and replacing that which is beyond repair or improvement.

3.27 The strategy of the BDP is to accommodate as much of the City's housing requirement as possible within the boundary. However, the land that is available to the City to accommodate future development is limited. Alongside the BDP a wider growth strategy for the LEP area and other adjoining authorities will set out how and where the remaining housing could be delivered. This will take account of historic trends where adjoining authorities have accommodated a proportion of the City's growth.



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Connectivity

3.28 If Birmingham is to deliver its growth agenda and attract investment it must provide the necessary infrastructure. This will include easy movement within the City and the provision of high quality transport links to the rest of the country and beyond.

3.29 Transport improvements, as set out in the BDP, will be required to support the overall strategy for growth and ensure that the City has a world class transport network that is delivered in the most sustainable way. The Birmingham Mobility Action Plan (BMAP) develops the City's transport requirements under a number of themes including:

- City Centre connectivity and internal mobility.
- Improving strategic connectivity for regionally and sub-regionally important locations.
- Connected communities.

3.30 This transport vision for the City will support the Local Transport Plan (and its successors) and its delivery will require partnership working with the Highways England, Network Rail, Centro the LEPs, and will build upon the existing strength of the City's transport network and the opportunities created through growth.

3.31 The redevelopment of New Street Station will be a major - and symbolic - step in improving the profile and quality of infrastructure in the City. This development will be accompanied by a programme of further investment in public transport, including improvements to the rail network and extension of rapid transit routes vital to ensuring intra-city connections are efficient and effective.

3.32 Major planned improvements to the City's national and international accessibility will be brought about by the continued expansion of Birmingham Airport. The expected development of the High Speed rail link (HS2) will

provide further opportunities to build on this success and enhance the City's connectivity and improve rail capacity.

3.33 The City benefits from a number of transport corridors which provide an essential means of connectivity within the City and due to this accessibility provide opportunities for more intensive forms of development. These corridors including amongst others the A45 and A38 which will be suitable for a range of developments whilst continuing to provide essential transport functions.

3.34 New and improved routes for pedestrians and cycle priority will be promoted connecting the network of centres, residential areas, employment opportunities and the open countryside.

3.35 These investments will help to reduce car dependency and encourage use of public transport and non-motorised forms of transport such as cycling and walking. Those activities which generate a high number of trips will be encouraged to locations which have high levels of accessibility or where the infrastructure can be provided to enable sustainable modes to be promoted.

3.36 State of the art digital networks will be made available throughout the City. This is an essential step in ensuring that Birmingham can fulfil its potential as a centre of innovation drawing on the strong academic base established in the City's universities.

3.37 The provision of high quality infrastructure will underpin the successful delivery of growth that is sustainable and long term. A range of mechanisms will be utilised to ensure that the necessary infrastructure is in place covering highways and transport, surface water and flood management, waste, broadband, green infrastructure, libraries, education, sports and leisure, adult care, public health and well-being.



4

Planning for growth

Planning for growth

4.1 The overall approach of the BDP is to support the continued renaissance 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.

Overall levels of growth

Introduction

4.2 Over the period to 2031 the City faces new challenges and opportunities. Significant levels of housing, employment, office and retail development will be planned for, along with the supporting infrastructure and environmental enhancements.

Why we have taken this approach

4.3 One of the most significant challenges the City faces is the growth in its population and the resultant pressures this places on services, jobs and infrastructure.

4.4 The Office of National Statistics (ONS) projections (2012) indicate that by 2031 Birmingham's population will rise by 156,000 and the DCLG 2012-based household projections indicate that this will result in an increase of 86,000 households between 2011 and 2031.

4.5 To meet the needs of this growing population and ensure the City capitalises on its status and past investment the BDP seeks to plan for these significant levels of growth in the most sustainable way.

4.6 In the case of housing the City Council has sought to maximise the level of housing delivery within the built-up area of the City. 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 the City is limited, even when Green Belt development

Policy PG1 Overall levels of growth

Over the Plan period significant levels of housing, employment, office and retail development will be planned for and provided along with supporting infrastructure and environmental enhancements.

- 51,100 additional homes.
- 2 Regional Investment Sites of 20 and 25 ha and a 71 ha employment site at Peddimore.
- A minimum 5 year reservoir of 96 ha of land for employment use.
- About 350,000 sq.m. gross of comparison retail floorspace by 2026.
- A minimum of 745,000 sq.m. gross of office floorspace in the network of centres primarily focussed on the City Centre.
- New waste facilities to increase recycling and disposal capacity and minimise the amount of waste sent directly to landfill.

Birmingham's objectively assessed housing need for the period 2011 to 2031 is 89,000 additional homes, including about 33,800 affordable dwellings. It is not possible to deliver all of this additional housing within the City boundary. The City Council will continue to work actively with neighbouring Councils through the Duty to Co-operate to ensure that appropriate provision is made elsewhere within the Greater Birmingham Housing Market Area to meet the shortfall of 37,900 homes, including about 14,400 affordable dwellings, within the Plan period. Policy TP48 provides further details on this.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy PG1	✓	✓	✓	✓	✓	✓

options are considered. To meet the rest of Birmingham's housing need, options outside the City's boundaries will need to be explored.

4.7 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 2031. This will focus on the Greater Birmingham Housing Market Area (HMA), which comprises, in addition to Birmingham itself, The Black Country, Bromsgrove, Redditch, Solihull, North Warwickshire, Tamworth, Lichfield, Cannock

Chase, South Staffordshire and parts of Stratford-on-Avon. In 2014 the Greater Birmingham and Solihull Local Enterprise Partnership and the Black Country authorities jointly commissioned a study to assess future housing requirements within the two areas and to identify scenarios to provide for additional housing to meet any shortfall, including any unmet needs within Birmingham. The study area covers the majority of the Greater Birmingham HMA. The final phase of the study, together with additional work in relation to employment and sustainability, will provide a basis for a strategy to be agreed to accommodate additional housing provision to meet the shortfall arising in Birmingham and any other shortfalls within the study area. In the case of the Greater Birmingham and Solihull LEP, this will be reflected in the LEP Spatial Plan for Growth. The outcome of this will then be taken forward through revisions to individual Local Plans, where this is necessary, to ensure that additional land is allocated for new housing.

4.8 In order to provide employment for the City's growing population and reduce existing levels of unemployment and worklessness an additional 100,000 jobs need to be created. The levels of employment land provision proposed aim to enable this to be achieved and are supported by the Employment Land and Office Targets Study and the Employment Land Study for Economic Zones and Key Sectors.

4.9 The proposed levels of comparison retail development are in line with the Birmingham

Retail Need Assessment (BRNA) Update (2013) and support the City's position as one of the UK's top retail destinations. The retail provision will also allow the network of centres to thrive serving their local communities.

4.10 The BRNA update (2013) provides specific retail requirements to 2026, however beyond this period and upto 2031 the figures identified are indicative reflecting the uncertainty surrounding longer term retail growth. Specific figures for post 2026 will be subject to further study, to be undertaken at an appropriate time, later in the plan period.



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Birmingham as an international city

Introduction

4.11 Birmingham's future prosperity and success is underpinned by its regional, national and international standing and reputation.

4.12 Since the 1980s Birmingham has seen significant change restructuring its economy, enhancing its environment and improving its national and international standing. Further diversification of the economy, new investment in infrastructure and continued environmental enhancements will be essential to ensure the City strengthens its position.

Why we have taken this approach

4.13 Birmingham is internationally renowned for its innovation and industry, its strong academic base and commercial activity. The City benefits from being at the heart of the UK's transport network, with direct access to international markets through proximity of Birmingham Airport. Proposals for HS2 will further enhance this position. This connectivity and economic foundation are major assets for the City, underpinning its position both nationally and internationally.

4.14 Major attractions such as the Bullring shopping centre, Cadbury World, the International Convention Centre and Symphony Hall and National Indoor Arena are vital to the City's attraction as a business and leisure tourism destination.

4.15 The City's cultural diversity is increasing, characterised by the hosting of a variety of sporting, community and cultural events city-wide, attracting people from throughout the West Midlands region and beyond. Cultural diversity is also promoted through the range and number of international students who attend the City's universities each year.

Major plans for the future, outlined in Big City Culture 2010-2015, will continue to strengthen the City's position and reinforce Birmingham as a key destination.

4.16 Schemes such as the redevelopment of New Street Station, the new Library of Birmingham, major regeneration at Longbridge and ongoing expansion at Birmingham Airport will be central to the City's future success.

4.17 The continued economic restructuring will be supported by the six Economic Zones which provide a sectoral and spatial focus for investment in key growth sectors.

Policy PG2 Birmingham as an international city

Birmingham will be promoted as an international city supporting development, investment and other initiatives that raise the City's profile and strengthen its position nationally and internationally.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy PG2	✓	✓	✓	✓	✓	✓



Brindley Park Page 68 of 328

Place making

Introduction

4.18 Creating an economically successful, safe and healthy City where people choose to live and work will be underpinned by the successful delivery of well designed development and places.

Why we have taken this approach

4.19 The quality of development and the ability to create well designed places will be central to how Birmingham is perceived and functions as a City in the future. For the City to compete in the international arena and secure investment, attention needs to be focussed on the design, quality and function of places.

4.20 The existing character and context of Birmingham will be an intrinsic component and consideration for any new development. New development and reuse of existing buildings has a significant visual, amenity and psychological impact on the people who will use them. It is essential to ensure the creation of places that are fit for purpose, attractive and sustainable.

4.21 The form a development takes will depend on the context, character, assets and constraints of a site, which in turn will be affected by its location within the City. Development will largely take place within the existing built up area, reusing land, buildings and spaces to best effect within a modern context. Further understanding of the context within which new development will take place will be provided by the Historic Landscape Characterisation Study which the City Council is undertaking in conjunction with English Heritage.

4.22 This policy sets the scene for how development should be brought forward and further detail is provided through the relevant thematic policies which follow. SPDs that have or will be produced to guide future development provide detailed guidance and policy advice on matters of design.

Policy PG3 Place making

All new development will be expected to demonstrate high design quality, contributing to a strong sense of place. New development should:

- Reinforce or create a positive sense of place and local distinctiveness, with design that responds to site conditions and the local area context, including heritage assets and appropriate use of innovation in design.
- Create safe environments that design out crime and make provision for people with disabilities through carefully considered site layouts, designing buildings and open spaces that promote positive social interaction and natural surveillance.
- Provide attractive environments that encourage people to move around by cycling and walking.
- Ensure that private external spaces, streets and public spaces are attractive, functional, inclusive and able to be managed for the long term.
- Take opportunities to make sustainable design integral to development, such as green infrastructure, sustainable drainage and energy generating features.
- Support the creation of sustainable neighbourhoods (Policy TP27).
- Make best use of existing buildings and efficient use of land in support of the overall development strategy.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy PG3		✓		✓	✓	✓



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5

Spatial delivery of growth

Spatial delivery of growth

5.1 Over the Plan period Birmingham will support sustainable growth in housing, retail and employment development to meet the needs of its growing population. The City has traditionally seen new development accommodated through the regeneration, redevelopment and renewal of its urban area with periodic expansion. This approach will continue as the City seeks to accommodate the levels of development set out in Policy PG1 and deliver the overall strategy.

5.2 Delivering the City's growth agenda will require focusing significant development into a number of locations which currently play an important role in providing homes, jobs and supporting facilities.

5.3 Equally the wider City will also see levels of growth reflecting the historic patterns of development and availability of land. This distribution of growth is more dispersed, focused on opportunity sites and key transport corridors which will be considered against the overall strategy and thematic policies within the BDP.

5.4 The network of local centres, housing regeneration sites and Core Employment Areas located across the City will contribute toward the delivery of new homes, retail, office and employment based development that will make, alongside the growth areas, a significant contribution toward the delivery of the overall levels of growth set out in Policy PG1. The network of centres, as set out in Policy TP21, will provide opportunities for a range of new development and improvements to the quality of the environment and accessibility will be encouraged and supported.

5.5 The Core Employment Areas, as set out in Policy TP19, will be retained in employment use and be the focus for economic regeneration and development.

5.6 Housing growth across the City will be supported in locations in line with Policy TP28. The regeneration and renewal of existing housing areas, Policy TP32, will provide a contribution to improving the housing offer and quality of residential environments available within the City.

5.7 The City's administrative boundary is however constrained and there are also limits to the available land within the urban area to accommodate future growth requirements. As a result land will need to be removed from the Green Belt for housing and employment development.



Plan 4 Spatial distribution of growth

The growth areas

5.8 Across Birmingham there are a number of key areas, as shown in the diagram on page 34, which will make a significant contribution toward delivering the levels of growth in Policy PG1.

5.9 The focus for growth will primarily be upon re-using existing urban land through regeneration, renewal and redevelopment.

The City Centre, as the regional centre and key growth point, has established itself as the economic engine of the City and wider region, it will be the focus for significant levels of housing, retail and office development.

5.10 The City has a number of further key areas, outside the City Centre, where there is significant opportunity for growth. These are:

- Greater Icknield - a strategically significant site to the west of the City Centre which will be developed to provide a sustainable neighbourhood of 3,000 new homes.
- Aston, Newtown and Lozells - the adopted Area Action Plan (AAP) proposes a 20 ha Regional Investment Site, over 700 new homes and new office and retail development, including the growth of Perry Barr District Centre.
- Sutton Coldfield Town Centre - significant growth and diversification of the town centre to improve the current limited retail and leisure offer.

- Bordesley Park - the AAP once adopted will deliver 750 new homes, enhanced connectivity, an improved environment and new employment generating activity.
- Eastern Triangle - regeneration and growth of around 1,000 new homes and improvements to local centres focused on the Meadway, Stechford and Shard End.
- Selly Oak and South Edgbaston - major regeneration and investment opportunity including growth of the District Centre, 700 new homes and a new life sciences campus.
- Longbridge - the adopted AAP proposes significant levels of growth including a Regional Investment Site, 1450 new homes, a new local centre and other employment sites.

5.11 To meet the needs of the growing population and ensure that sufficient high quality accessible land is available for residential and economic development the City has also planned for the expansion of the urban area through the removal of land from the Green Belt. This will enable the delivery of a planned sustainable urban neighbourhood and a large employment site both located in the northeast of the City.

5.12 The City Council will continue to work proactively in these locations with existing landowners, stakeholders and other agencies to bring forward developments.

5.13 The following section sets out the policies and proposals for those key areas. Each policy is accompanied by a plan which illustrates the proposals. This is provided as a visual aid, and does not form part of the policy



Grand Central at New Street Station

City Centre

Introduction

5.14 Accounting for a third of Birmingham's economic output, supporting over 150,000 jobs, attracting more than £2 billion of shopping expenditure every year and home to over 30,000 people, the City Centre is central to Birmingham's future growth agenda and continuing success in promoting itself as an international City.

5.15 Covering 800 ha the City Centre is positioned as the hub of the City providing local, regional and national transport access, nationally significant visitor attractions and major economic assets.

5.16 In order to strengthen the role of the City on a national and international basis there will be an emphasis on delivering major new investment in retail and office provision. Alongside its important economic and visitor role the City Centre is home to a growing residential population which will continue to expand in the future. This will happen in the context of the wider aspiration of providing a high quality environment and delivering a diverse mix of uses vital to a vibrant centre.

5.17 To support this growth and ensure its ongoing success the traditional City Centre Core will be expanded through five wider areas of change, incorporating significant new office, retail, leisure, residential, civic and cultural uses.



Custard Factory

Policy GA1 City Centre

Policy GA1.1 Role and Function

The City Council will continue to promote the City Centre as the focus for retail, office, residential and leisure activity within the context of the wider aspiration to provide a high quality environment and visitor experience.

New development should make a positive contribution to improving the vitality of the City Centre and should aim to improve the overall mix of uses.

The City Centre Retail Core, as defined on the Policies Map, will continue to be focused around The Bullring, New Street, Corporation Street, The Mailbox and Grand Central and improvements to the quality of the environment and the shopping experience within this area will be promoted. Appropriate scale retail development will continue to be supported where it complements the existing Retail Core and as part of mixed-use redevelopments throughout the City Centre. Independent retailing will also be supported (see policy TP23). 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.

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 and Westside. The area of Brindleyplace, around the proposed HS2 station in Eastside and along Broad Street and around Five Ways will provide further focus for these uses.

Residential development will continue to be supported in the City Centre where it provides well-designed high quality living environments. Developments will need to provide flexible and adaptable accommodation meeting a range of needs including for families.

Policy GA1.2 Growth and Wider Areas of Change

In order for the City Centre to maintain and develop its position as a top visitor destination and driver of the City's economy, significant new levels of growth will be accommodated. The City Centre has potential to accommodate in the region of 12,800 new homes, 700,000 sq.m. gross of office floorspace and 160,000 sq.m. gross of comparison retail floorspace. The following wider areas of change will be the focus of the proposed growth.

Eastside - The ongoing regeneration of this area will enable the City Centre Core to expand eastwards and will require well designed mixed use developments including office, technology, residential, learning and leisure. Any proposals for a HS2 station will need to be integrated into the area creating a world class arrival experience with enhanced connectivity to surrounding areas including Digbeth and the City Centre Core.

Southern Gateway - This area will be the focus for the expansion of the City Centre Core southwards through the comprehensive redevelopment of the wholesale markets site delivering a vibrant new destination for the City. Development will be supported that diversifies the City's offer as a retail and leisure destination including niche retail, improved markets, food and leisure space. Residential development will be supported as part of the future mix of uses with opportunities to stimulate the regeneration of the wider area. The redevelopment will require high quality public spaces and routes to be incorporated with a new public event space creating a centre piece for the area. Integral to creating a new destination will be the creation of exemplar development in terms of its architecture and sustainability credentials, the reinterpretation of the historic moat and manor house, the creation of a gateway to the Digbeth creative quarter and space for a new cultural facility. Development across the wider Southern Gateway will need to address the sustainable management of the River Rea Corridor associated with areas of flood risk and be supported by a range of infrastructure (including green infrastructure) and services, employment opportunities and public spaces and improve connections to Highgate.

New Street Southside - Acting as the catalyst for the wider regeneration of the City Centre the redeveloped New Street Station, which opened in 2015, will transform the arrival experience and create new linkages. Selective redevelopment of areas around the station will be encouraged.

Westside - Commercial led mixed use developments will be supported in this area including the redevelopment of the Paradise Circus and Arena Central sites. The redevelopment of the Paradise Circus site will require new public spaces, improved pedestrian connections including to the Jewellery Quarter, active frontages, restoration of key views and the enhancement to the setting of listed buildings. The extension of the metro line and other improvements to connectivity within the area will be supported. The redesign of Centenary Square will need to provide improved public transport accessibility and significantly enhanced pedestrian environment alongside a useable event space.

The Snow Hill District - The eastern expansion of the central office core around Snow Hill station will be supported through key office and mixed use developments. Connected routes and incidental spaces throughout the district will be promoted to provide a public realm that will encourage new business activity. In particular enhanced pedestrian linkages across Great Charles Street, St Chads Queensway and Lancaster Circus will be central to a transformed pedestrian environment and connections from the City Centre Core into the surrounding areas supported.

Policy GA1.3 The Quarters

New development must support and strengthen the distinctive character of the areas surrounding the City Centre Core raising their overall quality, offer and accessibility. The City Centre is formed by seven Quarters with the Core at its heart. Within each Quarter varying degrees of change are proposed that relate to the overarching objectives of delivering ambitious growth whilst supporting the distinctive characteristics, communities and environmental assets of each area.

The City Centre Core - Providing an exceptional visitor and retail experience with a diverse range of uses set within a high quality environment.

Digbeth - Creating a thriving creative and cultural hub with a high quality, exciting and easily accessible environment.

Eastside - Maximising its role as an area for learning and technology realising its extensive development opportunities and the integration of any proposals for HS2 station.

Gun Quarter - Maintaining the area's important employment role and industrial activity complemented by a mix of uses around the canal and improved connections to neighbouring areas.

The Jewellery Quarter - Creating an urban village supporting the area's unique heritage with the introduction of an appropriate mix of uses and radically improved connections to the City Centre Core.

Southside and Highgate - Supporting the growth of the area's cultural, entertainment and residential activities and its economic role complemented by high quality public spaces and pedestrian routes.

Westside and Ladywood - Creating a vibrant mixed use area combining the visitor, cultural, commercial and residential offer into a dynamic well connected area, which supports development in the Greater Icknield Growth Area.

Policy GA1.4 Connectivity

Measures to improve accessibility to and within the City Centre will be supported, including:

- An enhanced high quality network of pedestrian/cycle routes, public open spaces and squares taking advantage of the canal network.
- Improvements to and prioritisation of pedestrian and cycle accessibility.
- Integration of public transport including the proposed HS2 station.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy GA1	✓	✓	✓	✓	✓	✓

Why we have taken this approach

5.18 The City Centre has long been central to the economic success of the City. Since the late 1980s the City Centre has established itself as one of the UK's top centres for professional, financial and business services and as a major visitor destination.

5.19 In the latter part of the 20th century the City Centre was constrained by the Inner Ring Road which was both a physical and psychological barrier to the expansion of the City Centre Core. Much has been done to allow the core to grow beyond this, for instance the lowering of the Inner Ring Road at Paradise Circus facilitating the ICC, Symphony Hall and Brindleyplace; and to the east by the removal of Masshouse Circus linking Eastside to the core.

5.20 Continuing the process of transforming the City Centre, building upon the gains since the 1980's, the future focus will be upon extending and connecting the City Centre Core further beyond its existing boundaries whilst diversifying its activities and supporting economic growth.

5.21 In September 2010 the City Council launched its Big City Plan which sets out the vision for the future transformation of the City Centre over a 20 year period. It identifies the opportunities available in the City Centre and the actions that would need to be taken to deliver long term economic growth and secure a competitive and successful centre for the future. In order to achieve the ambitions and support Birmingham's growth agenda the principles and proposals of the Big City Plan are reflected in the BDF.

5.22 To achieve future growth five wider areas of change (based on the Areas of Transformation in the Big City Plan) have been identified which will create new distinctive places. These are shown on Plan 5. These five areas are based upon existing concentrations of

development activity, forming logical extensions of the City Centre Core and making a significant contribution to the city centre's overall growth proposals.

5.23 Central area functions have already stretched west with the development of Brindleyplace, but there are other sites in the vicinity such as Paradise Circus and Arena Central that will provide development potential to transform and integrate Westside. The Eastside area, land around Snow Hill Station and the wholesale market site, all present significant potential to accommodate a range of uses and densities of development expanding the core and diversifying the overall offer. The prospect of the proposed HS2 rail link to the heart of the City will bring a new level of opportunity and investment enhancing Birmingham's role as an international City.

5.24 The new terminus station will need to be integrated into the City Centre and all opportunities to enhance access from and to the surrounding areas, including Digbeth, taken.

5.25 The heart of the City Centre is formed by the City Centre Core. It contains office space for international and national businesses, a varied retail offer catering for a national audience, leisure, cultural and tourist facilities and a transport hub. Located around the outside of the Core are the distinctive Quarters of the City Centre. These Quarters collectively represent the strength of the City Centre, but are an underutilised asset that presents potential to deliver an outstanding and distinctive environment.

5.26 Each of the Quarters have unique qualities which contribute towards the authenticity, diversity and vibrancy of the City Centre. These areas are largely based on historic clusters of related uses and existing physical boundaries.

5.27 By allowing the City Centre Core to grow, and in supporting the distinctive activities and environments of the Quarters this will facilitate the City Centre to change and adapt to meet future needs and to support Birmingham's ability to succeed economically. The quality of the built environment, the canal network and the protection and promotion of the heritage assets will be vital to

how future development is brought forward and on-going success of the centre is achieved. This will support the aspirations as set out in the Big City Plan. Additional planning guidance will be brought forward where necessary to provide further detail on the development and growth of the quarters. This includes the proposed Jewellery Quarter Neighbourhood Plan.



5.28 The establishment of the Enterprise Zone (EZ) in April 2011, will facilitate long term economic development helping to accelerate delivery of key sites including Paradise Circus and the redevelopment of the wholesale markets site. The LEP has committed significant funding to help deliver the EZ including for infrastructure and site development. The EZ designation will help strengthen Birmingham's role as a centre for professional, financial and business services and support ongoing diversification of the economy through growth of creative industries. Development on EZ sites is expected to have a strong office/commercial element as part of mixed use or standalone proposals.

5.29 The City Centre's role as a retail destination will continue to be strengthened with schemes such as the new John Lewis store as part of the redevelopment of New Street Station and refurbishment of the Pallasades transformed into Grand Central. A Retail Strategy will be brought forward by the City Council to set out a vision and a series of actions to deliver a world class retail and leisure offer in the Retail Core. The scale of future comparison retail growth will be less than previously expected reflecting the impact of the recession, growth of internet shopping and changes in spending patterns. For the future the focus will need to be upon diversifying the City Centre's offer and providing new activities and uses which are attractive to a wider audience. The relocation of the wholesale markets presents a significant opportunity to deliver a major new destination strengthening Birmingham's position on the international stage. The growth of the education sector in the city centre is also supported, reflecting the important role of higher and further education.

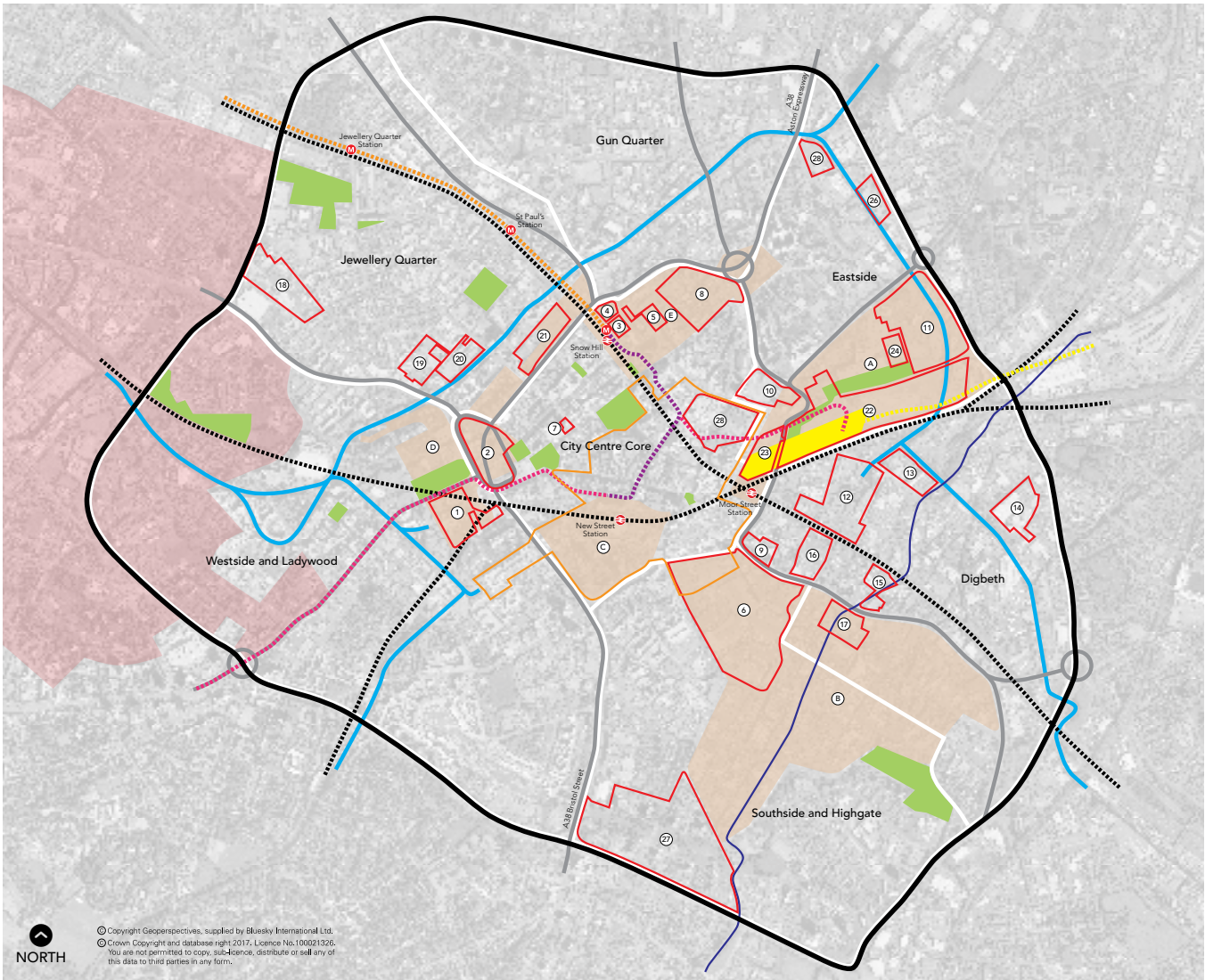
5.30 Alongside its economic and visitor focus the City Centre is home to over 30,000 people and since early 2000 has seen significant growth in the resident population.

This will continue to be supported with new residential schemes, such as the redevelopment at Bristol Street and St Lukes, that will need to deliver both high quality environments and a diverse mix of accommodation.

5.31 The vital role that the City Centre plays as a transport hub is already being strengthened with the £600 million major redevelopment of New Street Station and the £128 million Metro extension. Proposals for HS2 and further investment in public transport will continue to strengthen this role. The Birmingham Curzon HS2 Masterplan has been prepared for the area around the proposed HS2 station and this demonstrates how the benefits of this significant investment can be maximised.



Colmore Row



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KEY

- Growth Area
 - Development sites
 - Wider areas of change
 - Public open space
 - City Centre Quarters
 - Major highways
 - Rail
 - Rail station
 - Metro
 - Metro station
 - Metro (due to open 2015)
 - Proposed Metro extension
 - HS2 route/terminus
 - Canal
 - River Rea
 - Greater Icknield GA
 - City Centre Retail Core
- Wider areas of change**
- (A) Eastside
 - (B) Southern Gateway
 - (C) New Street Station
 - (D) Westside
 - (E) The Snow Hill District

City Centre Enterprise Zone Sites

- Major Sites**
- ① Arena Central
 - ② Paradise Circus
 - ③ Snowhill Building 2
 - ④ Snowhill Building 3
 - ⑤ Post and Mail
 - ⑥ Southern Gateway
 - ⑦ 103 Colmore Row
 - ⑧ Birmingham Children's Hospital
 - ⑨ Beorma
 - ⑩ Masshouse (Phase 2)
 - ⑪ Eastside Locks
- Digbeth**
- ⑫ Typhoo Wharf
 - ⑬ Warwick Bar
 - ⑭ Great Barr Street
 - ⑮ Custard Factory Extension
 - ⑯ Smithfield Court
 - ⑰ Connaught Square

- Jewellery Quarter**
- ⑱ St Georges Urban Village
 - ⑲ University College Birmingham
 - ⑳ Newhall Square
 - ㉑ Ludgate Hill
- Eastside**
- ㉒ Curzon Park
 - ㉓ City Park Gate
 - ㉔ Birmingham City University Campus
- Birmingham Science Park**
- ㉕ Digital Plaza
 - ㉖ Venture Way
- Other Major Development Site**
- ㉗ Bristol Street and St Lukes
 - ㉘ Martineau Galleries

Greater Ickniel

Introduction

5.32 Greater Ickniel occupies a strategically significant location directly to the west of Birmingham’s City Centre. 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.

Why we have taken this approach

5.33 Greater Ickniel consists of seven main development sites of largely unused and semi-derelict land. The area has the potential to play a major role in meeting the City’s challenging growth agenda set out in Policy PG1. It is anticipated that Greater Ickniel will provide 3,000

new homes founded upon the principles of creating sustainable neighbourhoods as set out in Policy TP27. New family based models of urban living will be explored and will be supported by a full range of community facilities, local shopping and working opportunities, and better quality streets, parks, squares and gardens. Connections by public transport, walking and cycling will be enhanced including links to the City Centre utilising the canal network and existing primary routes.

Policy GA2 Greater Ickniel

An area of 324 ha bounded by City Road, Winson Green Road, Pitsford Street, Ickniel Street and including part of the City Centre and City Hospital, is proposed to accommodate the delivery of 3,000 new homes. 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 sites will support this future growth:

- The Ickniel Port Loop and the Tower Ball Room sites. As the largest development opportunity in the area their transformation will provide innovative family housing close to the City Centre along with a mix of commercial and community uses including a new swimming pool.
- The City Hospital site. Following the relocation of the City Hospital to the new Midland Metropolitan Hospital in Sandwell the site will be redeveloped for a new mix of living and local shopping facilities, with some medical facilities retained.
- The site at Spring Hill/Dudley Road. The future redevelopment will provide for a residential-led mixed use scheme west of the canal with employment uses focused on the east.
- The Ledsam Street site offers potential to extend the successful Brindleyplace development out from the City Centre, along the canal, to Ladywood Middleway and to link with Ickniel Port Loop. Opportunities exist for canal-side ‘city style living’, alongside hotel, leisure and other business uses.
- The Chamberlain Gardens site will become a new family living area with extensive green space accommodating playing areas and sport activities surrounded by medium to high density city houses and family friendly flat accommodation.
- Severn Trent Waterworks will be brought forward mainly for new residential development. The grade II listed engine house, boiler house and chimney will be retained and should be brought into use and sensitively integrated into the development.
- A new secondary school will be provided adjacent to the existing Nelson Junior and Infant School to help meet the increasing demand arising from the anticipated population growth within the area.

Opportunities for employment growth will be supported with a particular focus on the existing industrial areas at Western Road and Spring Hill as well as Dudley Road local centre.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy GA2	✓	✓	✓	✓	✓	✓

5.34 The area has a wide range of uses and facilities of varying condition, and is made up of a number of large development sites and opportunities that offer potential for major change.

5.35 Ickniel Port Loop is the primary site and enjoys a canalside environment. It has potential for a residential-led mixed use development, taking account of its good accessibility to the City Centre and proximity to existing well established residential neighbourhoods. The site largely comprises an area of former industrial land, a considerable proportion of which is cleared. The area includes a loop of the Birmingham Canal Old Line, which currently has very limited public towpath access. The area also contains Edgbaston Reservoir, one of the most significant areas of open space, which is relatively under-used at present.

5.36 The canal network - Birmingham Main Line and Old Line Canal - is a major feature running through Greater Ickniel. 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 in accordance with Policy TP7 Green Infrastructure Network and Policy TP12 Historic Environment, and their use should be encouraged.

5.37 Part of Dudley Road Local Shopping Centre falls within Greater Icknield and enhancement of the centre, including improvements to the road between City Road and the Ring Road, will be needed as part of future proposals for the area.

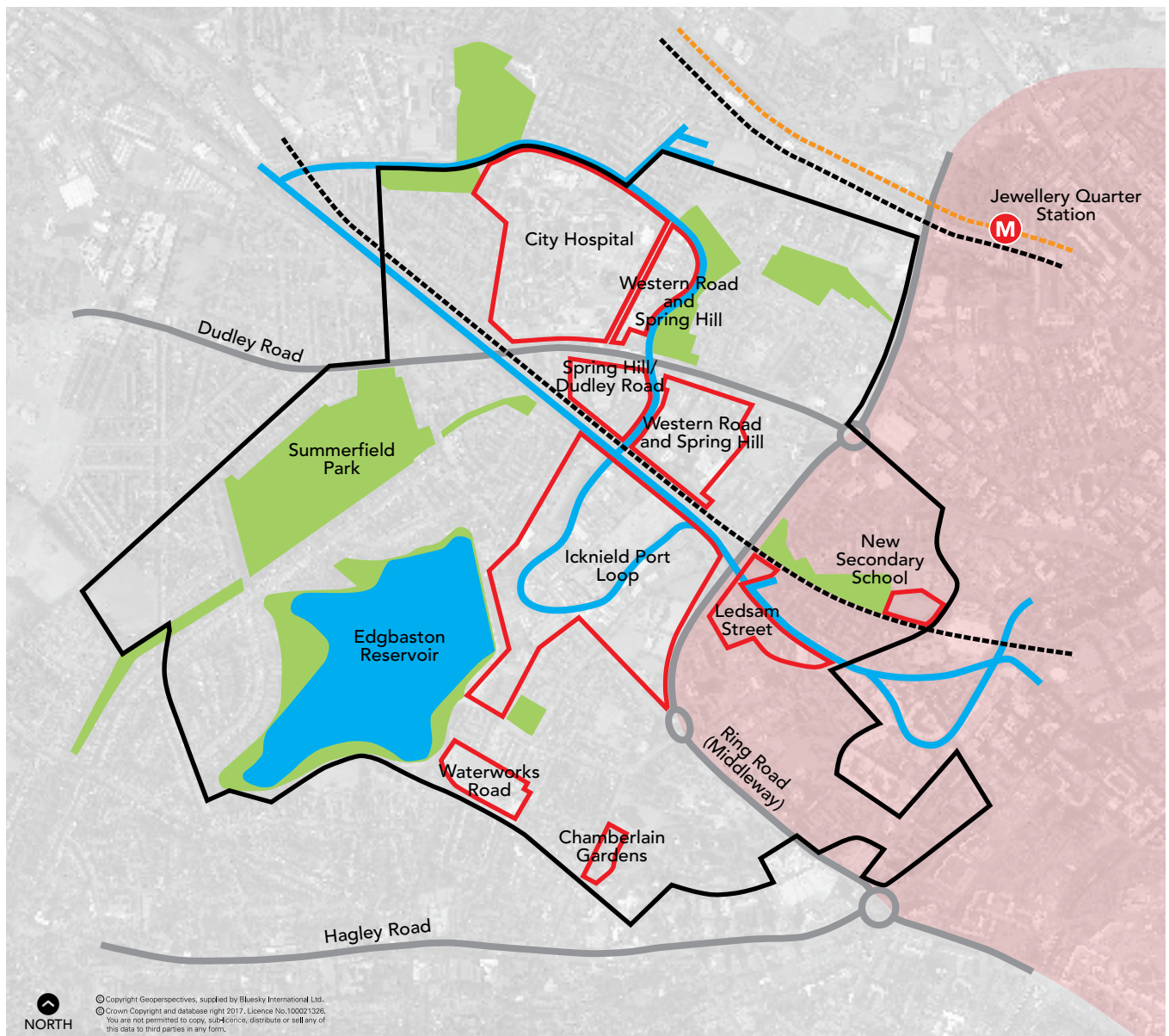
5.38 City Hospital is a major hospital providing a wide range of services, including accident and emergency facilities. Following the relocation

of most of its services westwards along the A457 to the new Midland Metropolitan Hospital, near Birmingham's boundary with Sandwell Metropolitan Borough Council, most of the site will become available for redevelopment.

5.39 A masterplan for Greater Icknield is being prepared that will be used to guide investment decisions on these major sites

and realise the vision of Greater Icknield in delivering the principles of sustainable neighbourhoods. A wide range of social, economic and environmental issues will be addressed through future development.

5.40 Further background information can be found in the evidence base for the Greater Icknield Masterplan.



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KEY					
	Growth Area boundary		Major highways		Metro station
	Development sites		Rail line		Canal
	Public open space		Rail station		
	City Centre GA		Metro line		

Aston, Newtown and Lozells

Introduction

5.41 The Area Action Plan (AAP) for Aston, Newtown and Lozells was adopted by the City Council in July 2012. It covers a large area to the north of the City Centre and includes the neighbourhoods of Aston, Nechells, Perry Barr, Witton, Lozells and Newtown.

5.42 The AAP provides a clear vision and strategy for the regeneration and development of the area and sets out a comprehensive and co-ordinated approach to shaping employment, housing, retail, and transport infrastructure.

Why we have taken this approach

5.43 Aston, Newtown and Lozells is home to a broad mix of land uses, a range of distinctive local centres and vibrant communities, which make up this diverse and dynamic place. It has excellent transport connections with good access to public transport and the motorway networks. The major arterial routes of the A38 (Aston Expressway), the A34 Birchfield Road and A5127

Lichfield Road run north-south, and the A4540 Ring Road and A4040 Outer Circle run east-west through the area. It is also served by the Birmingham Walsall rail line with stations at Perry Barr, Witton and Aston. The AAP supports a range of cross-cutting aims of the City Council and contributes towards the overarching objectives of the BDP by promoting employment and economic activity and improving environmental quality.

5.44 The majority of the AAP area falls within the 10% most deprived in the country according to the 2010 Indices of Multiple Deprivation. Unemployment and worklessness rates are among the highest in the City, with significant numbers of people experiencing long-term unemployment. Policies in the AAP seek to stimulate new economic activity, create employment opportunities and support business growth.

5.45 The AAP proposes a Regional Investment Site (designated as the Advanced Manufacturing Hub) in East Aston, near Salford Lake, which alone will help to create

around 3,000 new jobs. Growth and expansion of Perry Barr/Birchfield District Centre, the protection and regeneration of the Core Employment Areas and new mixed use areas will also result in the creation of new job opportunities.

5.46 The housing stock in the area has been characterised by areas of large-scale post war housing with high rates of obsolescence, proportionally fewer detached and semi-detached properties, and low home ownership. There is a lack of family housing in the area, evidenced by overcrowding and aspirations for larger properties. The majority of the AAP area was covered by the Birmingham-Sandwell Housing Market Renewal Programme (Urban Living) which came to an end in 2011. There is a need to continue to improve the housing stock in the area and the AAP supports this by identifying sites for new housing and housing regeneration areas.

5.47 Perry Barr/Birchfield is identified as a District Centre growth point in the AAP, and has the potential to accommodate a significant level of retail and office development. Potential exists to diversify the commercial offer (retail and office), whilst also delivering infrastructure improvements, new community facilities and housing growth. Sites with development potential include the Birmingham City University site, One Stop Shopping Centre, Perry Barr Stadium, Gailey Park and the bus depot on Wellhead Lane.

5.48 The Birmingham City University (BCU) teaching campus, covering 8 ha, has a significant presence within the local area and the adopted AAP safeguards the majority of the campus for educational use. However, since the AAP's examination and subsequent adoption, the University has announced its relocation to Eastside in the City Centre. A regeneration framework will be prepared to ensure that comprehensive development is

Policy GA3 Aston, Newtown and Lozells

An AAP is in place for the area to secure comprehensive regeneration and guide future development over a 15 year period.

The AAP has planned for the following levels of growth; over 700 new homes, one Regional Investment Site, up to 10,000 sq.m. gross office space and up to 20,000 sq.m. gross comparison retail. The growth of Perry Barr will be supported in line with Policy TP21.

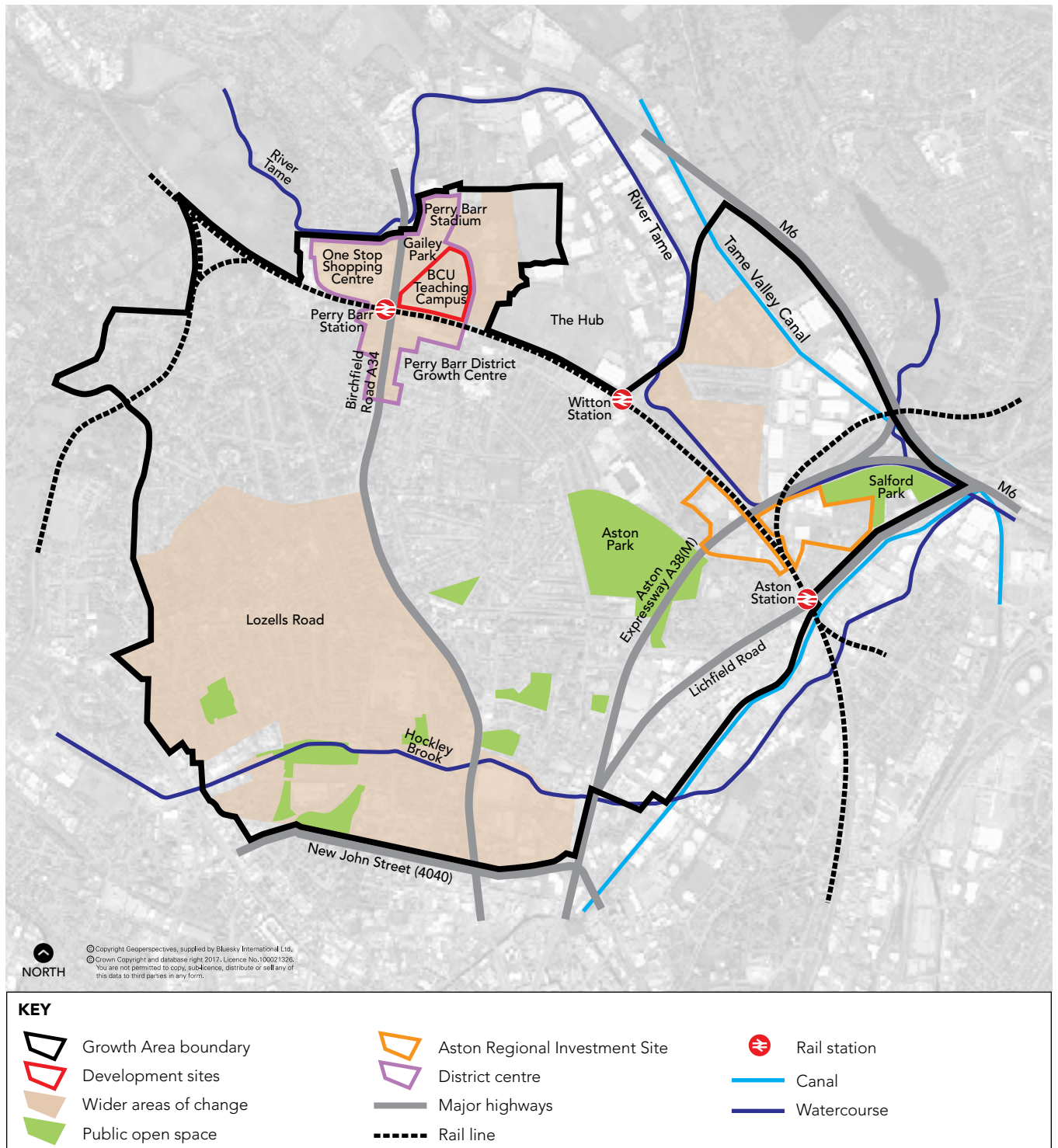
In the case of the Birmingham City University teaching campus there is the potential, due to the relocation of the University, to accommodate growth including a range of local centre uses and housing. High quality design to assist with place-making and a more attractive public realm is essential given the site's prominent location. Any proposal brought forward for the site should contribute to improving pedestrian linkages, particularly to the One Stop Shopping Centre, Perry Barr rail station and the more traditional retail area to the south at Birchfield Roundabout. This replaces Policy ED1 of the adopted AAP.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy GA3	✓	✓	✓	✓	✓	✓

brought forward that benefits the wider community and contributes towards economic growth within the area. As part of the site is located along the main road frontage, a strong emphasis should be placed on high quality design and depending on the uses brought forward, access improvements may need to be undertaken.

5.49 The AAP Delivery and Implementation Plan sets out the mechanisms, timescales and agencies involved in delivery of the proposals. Its also sets out policies regarding planning obligations and the contributions which will be required to deliver the necessary infrastructure, and other measures, to offset the consequences of development.



Sutton Coldfield Town Centre

Introduction

5.50 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.

Why we have taken this approach

5.51 Sutton Coldfield Town Centre will play a leading role in the continued transformation of Birmingham. The limited retail and leisure offer, coupled with increased competition from other shopping destinations, prompted calls for a critical appraisal of the centre, leading to a vision and strategy for its rejuvenation. This is encapsulated in the adopted Sutton Coldfield Town Centre Regeneration Framework SPD (2009).

5.52 The background studies undertaken for the SPD identify that the centre is under performing in relation to its population and local spending power and its position within the wider Birmingham economy. The SPD sets out a long-term vision for the centre, seeking to address deficiencies in existing retail, commercial, leisure and residential provision. It recognises that the competing demands of these various sectors would need to respect the character of the area, whilst making the centre a 'destination of choice' rather than just a local shopping centre.

5.53 There are a number of opportunity sites within and around the centre which will accommodate the future growth and help to strengthen its role now and into the future.

5.54 Sutton Coldfield Old Town, which is the historic heart of the town, set within the High Street Conservation Area, is an important part of the centre. The two main challenges which the Old Town faces are centred on promoting commercial sustainable development in historic and listed buildings and seeking to reduce the impact of traffic in the area. A Conservation Area Character Appraisal and Management Plan for the High Street Conservation Area has been adopted which will support the regeneration aspirations of the SPD while at the same time protecting the intrinsic quality of the historic environment.

Policy GA4 Sutton Coldfield Town Centre

The ongoing growth and diversification of uses within Sutton Coldfield Town Centre will be encouraged. In particular:

- The delivery of mixed-use residential and retail and office developments will be supported including accommodation for the growth of:
 - Up to 30,000 sq.m. gross of comparison retail floorspace.
 - Up to 20,000 sq.m. gross of office floorspace.
- Proposals to redevelop land within the town centre to create an improved retail and residential offer together with associated public realm improvements such as a new town square will be supported. In particular redevelopment of the primary shopping area will be encouraged.
- Provision will be made for levels of convenience retail to meet the needs of the wider area in line with Policy TP22.
- A bus interchange will be provided, to retain good bus penetration, improved pedestrian linkages to the rail station and selective junction and highway improvements.
- A relief road is proposed to enable environmental improvements to the High Street Conservation Area.
- Enhancements will be undertaken to the pedestrian environment and the existing retail offer along Birmingham Road between the southern junction with Holland Road and the Queen Street/Brassington Avenue roundabout, and associated minor junction and highway improvements along Lower Queen Street and Holland Road.








Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy GA4	✓	✓	✓	✓	✓	✓



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KEY

-  Growth Area boundary
-  Development sites
-  Wider areas of change
-  Major highways
-  Rail line
-  Rail station
-  Brook

Langley Sustainable Urban Extension

Introduction

5.55 Land to the west of the A38 at Langley will be developed as a sustainable urban extension to provide for new housing to meet the needs of the City's growing population. The development 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.

Policy GA5 Langley Sustainable Urban Extension

Land to the west of the A38 at Langley will be removed from the Green Belt to provide a sustainable urban extension of approximately 6,000 new homes.

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 TP31. 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 35dph-40dph. The key design principles of the Langley SUE will be managed through the Masterplan and SPD process.

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.
- The development will need to achieve the highest standards of sustainability including the use of low carbon energy generating technologies such as Combined Heat and Power.
- 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.
- 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.

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.
- The development will benefit from a new junction with the A38 and new connections into the built up area. Improvements will be required to increase the capacity of the local road network, which will be identified through a comprehensive Transport Assessment developed in a partnership between the developers and Birmingham City Council. Upgrades have already been identified 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 the 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 TP9.
- An appropriate buffer will be provided from designated sites/ existing habitats, particularly semi-natural broadleaved woodland and watercourses. Additional habitats, including woodland, semi-improved grassland 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.
- 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.
- Further flood risk modelling is required for Langley Brook to the north west of the site.
- Development will need to consider impacts on soil resources during construction and operation, adhering to Defra's Code of Practice to protect soil.

Why have we taken this approach

5.56 The limited capacity of the urban area to meet the needs of the City's growing population represents exceptional circumstances which justify the release of land from the Green Belt for housing development.

5.57 Land to the west of the A38 at Langley represents the most sustainable option to accommodate additional housing growth and will have the least impact on the Green Belt.

5.58 The majority of the development area is considered to have low ecological value, with small areas of higher value designated as SLINCS. However, opportunities exist to secure adequate mitigation and compensation as part of the development process. Development should seek to protect and enhance biodiversity and should consider wider links to the Birmingham and Black Country Nature Improvement Area.

5.59 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.

5.60 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.

5.61 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

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.

An Supplementary Planning Document will be prepared to provide detailed guidance on design, phasing and site access to ensure a comprehensive development of the site and relationship with Peddimore (GA6).

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy GA5	✓	✓	✓	✓	✓	✓



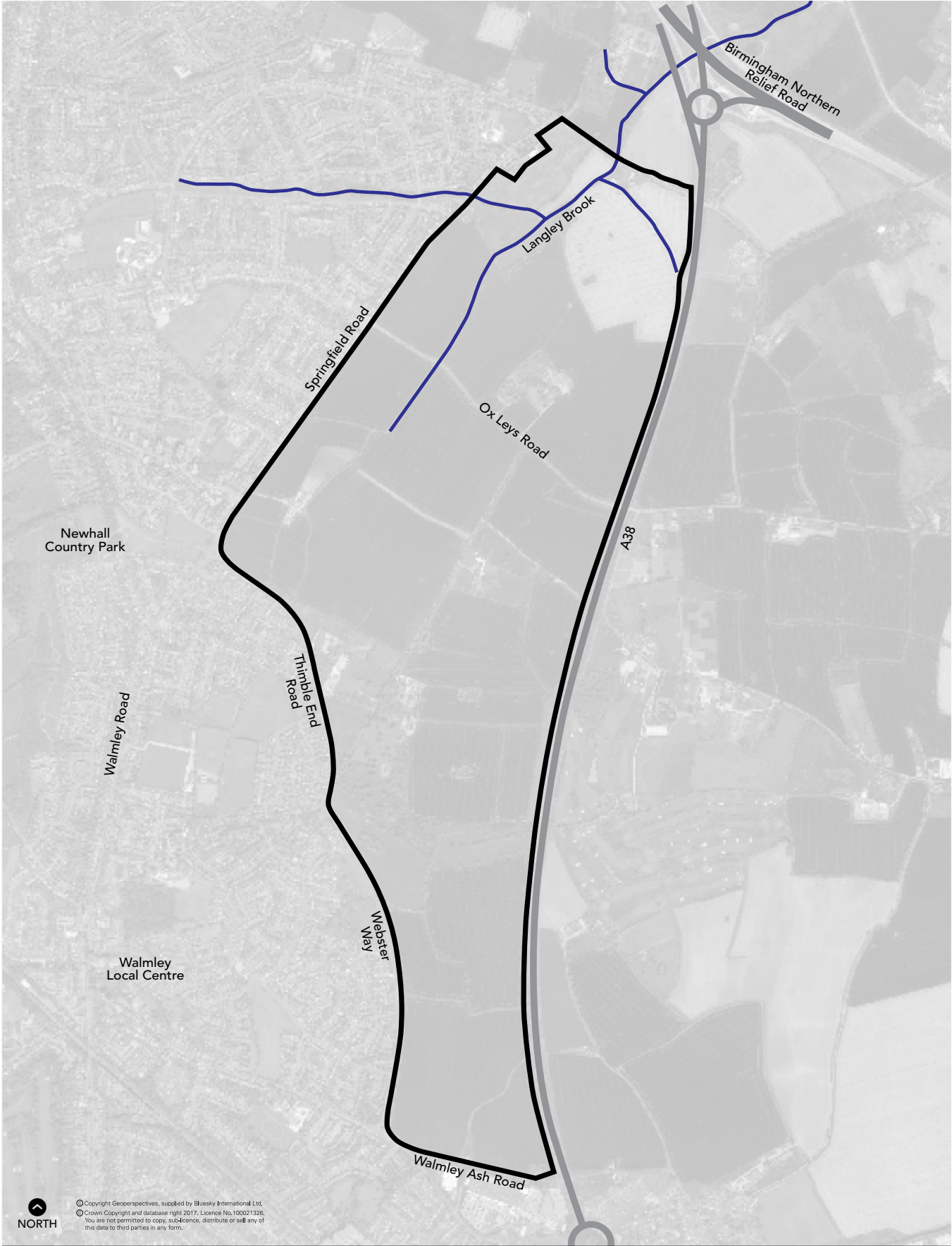
New housing

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 required where development affects known, predicted or potential heritage assets of archaeological interest.

5.62 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.

5.63 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.

5.64 Landowners have indicated their support for the proposal so deliverability is anticipated to be achievable in the plan period. However, market capacity means that it is unlikely that the development will be fully completed within the plan period and capacity will remain for housing development post 2031. It is anticipated that a maximum of 5,000 homes will be developed by 2031 based on a study undertaken by Peter Brett Associates.



KEY

- Growth Area boundary
- Major highways
- Brook

Peddimore

Introduction

5.65 A high quality employment site of 71 ha is proposed at Peddimore, Minworth. The site which will be removed from the Green Belt 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.

Why we have taken this approach

5.66 A Study by Warwick Economics and Development found that there is a shortage of high quality land to meet the needs of the expanding advanced manufacturing sector in the City, a proportion of the site is therefore, reserved to meet the needs of this sector. The conclusions of this report are reflected in the findings of the 2012 Employment Land Review (ELR). The ELR shows that there is currently a significant shortfall in the supply of high quality Best Urban employment land. Best Urban sites are large high-quality sites attractive to clients with an international, national and regional choice of location. The ELR recommends that there is an urgent need to identify new development opportunities in the best urban market.

5.67 Peddimore represents the best opportunity of the Green Belt options considered to accommodate new employment development. 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.

5.68 The shortage of suitable brownfield sites within the urban area to meet the City's needs for large industrial sites represents the exceptional circumstances justifying the release of Green Belt land for development.

Policy GA6 Peddimore

Peddimore will deliver 71 ha of new employment land for B1 (b) Research and Development, B1 (c) Light Industrial, B2 General Industrial and B8 Warehousing and Distribution uses. Office development should remain ancillary to the main industrial use.

40 ha of the site should be safeguarded for B1 (c) or B2 uses.

Future development will need to ensure:

- **High quality design and landscaping:** The development will be of the highest quality in a landscaped setting. A landscaped 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 will be required 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, will be required including 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 the Highways England (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.

continued...

A Supplementary Planning Document will be prepared before development commences to address issues of design, access and phasing to ensure a comprehensive development and relationship with Langley SUE (Policy GA5).

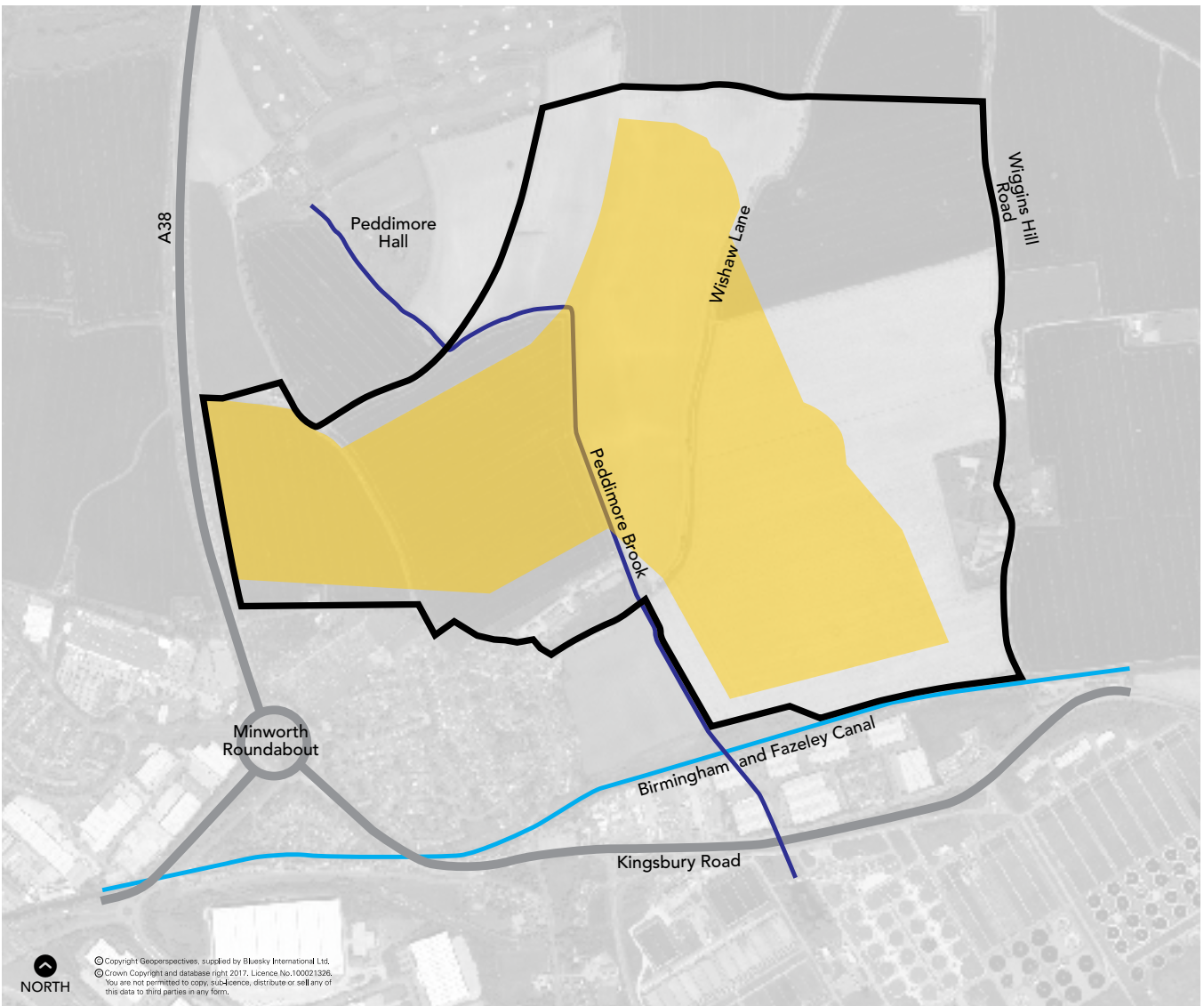
Prior to development commencing an investigation should be undertaken into the existence of mineral deposits on the site, and any viably workable minerals should be extracted.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy GA6	✓	✓	✓	✓	✓	✓

5.69 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.

5.70 Other heritage assets in the development area include Forge Farm, buildings at Wiggins Hill, the Birmingham and Fazeley Canal and its embankment and bridge, former boundaries in Fox Covert and south of Ramshurst Farm and Linda Vista, ridge and furrow and Wishaw Lane. Archaeological excavation will be required where development affects known, predicted or potential heritage assets of archaeological interest.



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KEY					
	Growth Area boundary		Canal		Developable Area
	Major highways		Brook		

Bordesley Park

Introduction

5.71 The Bordesley Park area incorporates the residential and industrial areas to the east of the City Centre. An Area Action Plan (AAP) is being produced to regenerate the area delivering growth within a high quality urban environment. This will have the effect of transforming a part of Birmingham which is currently difficult to access and is lacking in investment, despite its close proximity to the City Centre. The area is bounded by Alum Rock Road Local Centre to the North and the Small Heath Highway to the South.

Why we have taken this approach

5.72 The AAP covers an area of around 580 ha to the immediate east of the City Centre, including parts of Washwood Heath, Bordesley Green, Bordesley Village and Small Heath. The development of the AAP provides the opportunity to work with the local community to build upon the area’s assets and set out land use proposals and policies to guide development up to 2031. The AAP will promote sustainable growth within the area, including new employment generating activities, housing and enhanced connectivity and an improved environment. The AAP will also act as a tool to promote the area to potential investors and developers.

5.73 The Wheels site and surrounding environs is the major opportunity for transformational change in the area and provides the potential for new employment uses that are integrated with the adjoining areas of Saltley, Bordesley and Small Heath. There are issues with regard to land contamination (the Wheels site is a former landfill site) and infrastructure (mainly transport and access) that will need to be addressed as proposals for the area come forward. The site currently accommodates the Birmingham Wheels Park, providing a range of wheeled sports facilities including speed-skating and go-

Policy GA7 Bordesley Park

An AAP will be prepared for the Bordesley Park area. Future growth and development will be brought forward in line with the policies set out in the AAP.

The AAP will plan for the following levels of growth; 750 new homes and up to 3000 new jobs.

The AAP covers an area of around 580 ha to the immediate east of the City Centre, including parts of Washwood Heath, Bordesley Green, Bordesley Village and Small Heath. The development of the AAP provides the opportunity to work with the local community to build upon this area’s assets and to establish:

- A focus for growth including a wide range of employment opportunities for local people.
- Attractive and thriving local centres.
- High quality housing suitable for the needs of existing and new communities.
- Infrastructure that meets the current and future needs of business and residents.
- A connected place including enhanced public transport and a high quality pedestrian environment.
- A clean, safe, attractive and sustainable environment in which to live and work.
- Protection for and, where appropriate, enhancement of the varied sports facilities currently located in the area, including at Birmingham City Football Club and Birmingham Wheels Park.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy GA7	✓	✓	✓	✓	✓	✓

kart tracks and a stock-car racing circuit, which attract users and spectators from across Birmingham, the West Midlands and further afield. Some of the facilities are extensively used by young people from local schools and community groups. The importance of these facilities is recognised and the AAP will need to support their continued operation through equivalent or better quantity and quality replacement provision elsewhere and/or consolidation on site, in conjunction with any redevelopment of the Wheels site. This will include consideration of the catchment area of the participants involved. Appropriate provision will also need to be made for other existing business occupiers.

5.74 Opportunities to improve existing housing and create new housing will be promoted across the area. In particular there is the opportunity for a new residential neighbourhood in the Cherrywood Road area.

5.75 There are thriving local centres at Alum Rock Road and Small Heath and measures to support their continued growth and vitality will be promoted.

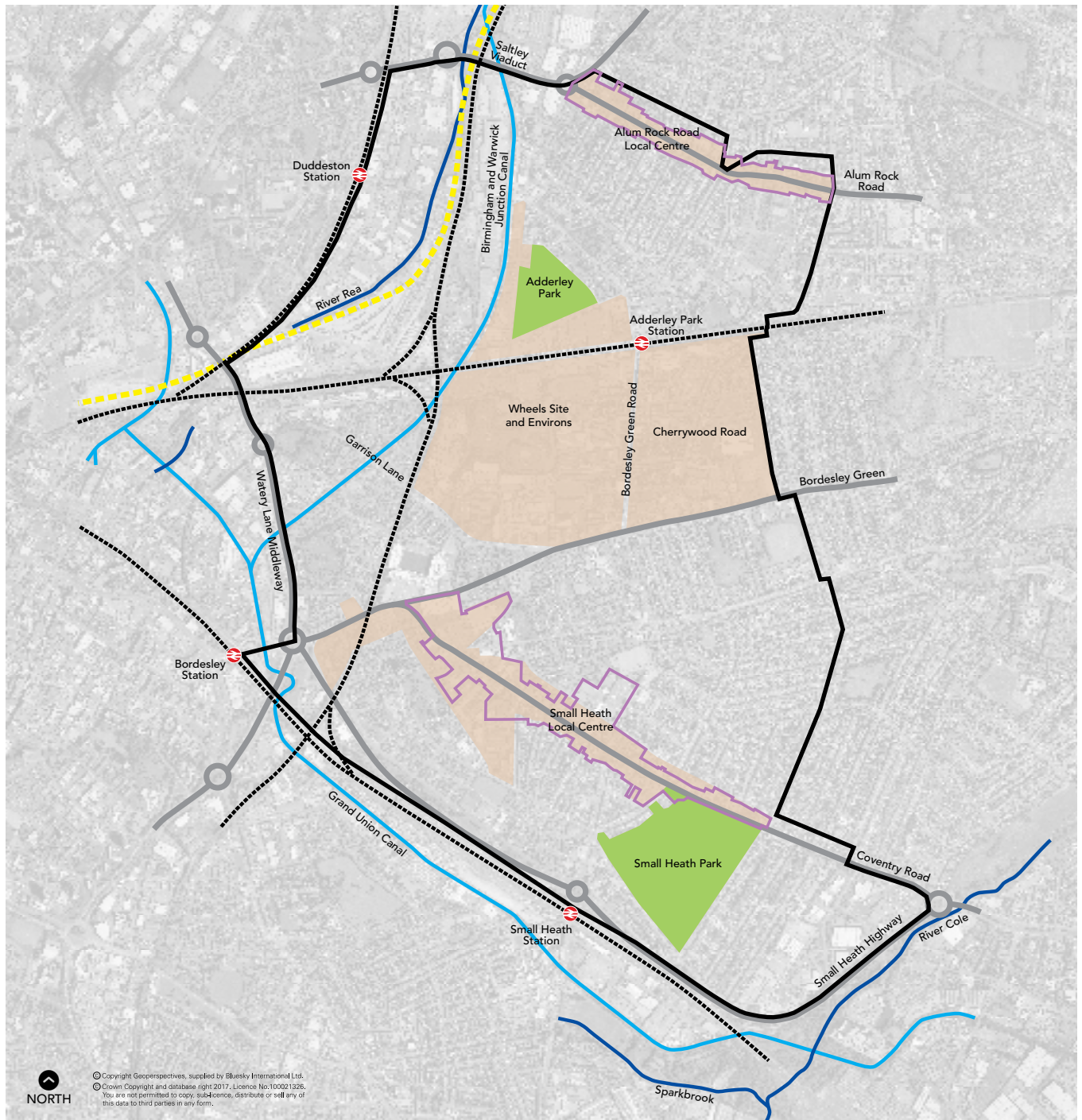
5.76 The Camp Hill rail line runs through the AAP area and it is proposed that the line is re-opened to passenger services between Kings Norton and Bordesley and between Bordesley and Tamworth. A connection into Moor Street Station will be provided within

the AAP area via new 'chords' at Bordesley. Rapid Transit routes through the area linking the City Centre to the Airport and NEC will also be supported. The HS2 rail line is also proposed to run through part of the area and the City Council is working with HS2 Ltd to

minimise and mitigate the impact of the rail line on local residents and businesses both during its construction and future operation.

5.77 The City Council will lead the preparation of the AAP in cooperation with a wide range of

partners, agencies, and the local community. As well as setting out land use proposals, the AAP will address viability issues, including those associated with infrastructure and ground conditions.



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KEY			
	Growth Area boundary		HS2 route
	Wider areas of change		Canal
	Public open space		River Rea
	Local Centre		Rail line
	Rail station		Major highways

Eastern Triangle

Introduction

5.78 This area has been an historic focus for development and regeneration, and a number of housing areas have benefitted from redevelopment and significant new investment including Bucklands End and Shard End. The area continues to provide the opportunity for regeneration and economic growth and a number of projects have been identified that will deliver positive change.

These include:

Stechford - an established mixed residential, commercial and local centre with opportunities for a number of sites to be brought forward for housing development.

The Meadway - a local centre with opportunities for redevelopment to provide an improved centre, regeneration and a reconfigured and enhanced area of open space.

Shard End - an area of recent change, but with ongoing potential for new housing including at the site of the former Yardley Sewage Works.

Why we have taken this approach

5.79 Each of the identified locations provide significant development opportunities in their own right, but collectively they have the scope to deliver new housing, improved local centres and enhanced community facilities for this part of East Birmingham.

5.80 The wider area is therefore recognised as having considerable development potential with scope to deliver over 1000 new houses. The area benefits from good access to both the City Centre and the Airport/NEC and the proposed interchange station that will serve the HS2 network. A potential rapid transit route is being explored which would link the city centre to the airport and which would run along Bordesley Green and the Meadway.

5.81 The Stechford area is served by both bus and rail services with Stechford rail station providing local rail services to Birmingham City Centre, the NEC and Coventry. There is a mixture of residential,

industrial and retail (including Stechford Retail Park) uses in the area. Given its public transport accessibility, there is the potential for Stechford to be the focus for new residential growth.

Policy GA8 Eastern Triangle

It is proposed that the Eastern Triangle will deliver regeneration and growth for around 1000 new homes. This will be across a number of locations and offering a range of housing types. The potential for the redevelopment of further unsuitable housing stock as well as the more efficient and effective use of existing land and buildings where practical and particularly at locations that are close to local centres, accessible by public transport and on or close to main transport corridors will be explored. In addition, a range of other growth proposals are identified to improve connectivity and transportation across the area including road improvement schemes and investment in public transport. Proposals also include the regeneration and improvement of key local centres and improvements to the wider local environment.

At Stechford this will include:

- The promotion of new residential development including the redevelopment of the former Bulls Head Allotments and potentially in the longer term the industrial/commercial area to the south of Stechford Bridge.
- The growth and improvement of Stechford Local Centre to meet the retail, service and community needs of the local area.
- Improved accessibility by all means of transport including enhanced pedestrian and cycle linkages and connectivity to Stechford rail station and the local centre.
- A resolution to the transportation and congestion issues within the area including the junction of Station Road, Flaxley Road and Iron Lane and the bridge over the River Cole.
- Environmental improvements, including enhancement of water quality, biodiversity and management of floodrisk along with enhanced access to the River Cole Valley.
- Potential to consider the future of other sites for housing or associated development including under-used allotments at Burney Lane and Francis Road.

At the Meadway this will include:

- Redevelopment of the former Meadway flats site which will deliver the reconfiguration and enhancement of the adjoining Kent's Moat Recreation Ground.
- The development of the Meadway District Centre which could comprise either the redevelopment or remodelling of the existing Poolway Shopping Centre.
- Improvements to Lea Hall rail station, including formalisation of vehicle parking, and improvements to interchange and the pedestrian and cycle links from the station to the centre and adjoining residential areas.
- Support for a new rapid transit route connecting the area to the City Centre and the Airport/NEC.

continued...

At Shard End this will include:

- The removal from the Green Belt of part of the former Yardley Sewage Works site and development of up to 350 new homes. The development will be expected to provide:
- High quality new housing environment that will ensure wider housing choice within the Shard End area in line with the principles in Policy TP27. This will include broader housing opportunities and associated community facilities.
- Enhancement of the Cole Valley both on the site with improved access, amenity and landscaping and along the wider corridor - improving the offer of the Cole Valley in terms of leisure, recreation, education and nature conservation.
- Enhancement of community facilities both on and off site, including scope for the use of planning obligations in connection with development proposals.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy GA8	✓	✓	✓	✓	✓	✓

5.82 The rail station has poor access for those with mobility difficulties, so enhancements will be supported both to the station facilities and environment, as well as improvements to the level of services.

5.83 The area also suffers from road congestion, particularly at the junction of Station Road, Flaxley Road and Iron Lane, and measures to reduce this congestion will be promoted.

5.84 The former Bulls Head Allotments have been declared surplus and provide an immediate opportunity for new residential development. Other residential opportunities in the area will be explored in the longer term including the industrial and commercial area to the south of Stechford Bridge. Any proposals should enhance and provide connections with the River Cole Valley which passes through Stechford and is a significant leisure and nature conservation asset for the area.

5.85 Wider opportunities for housing in the area will also be explored including the potential redevelopment of under used allotments on Burney Lane and Francis Road.

5.86 At **Stechford** there is the opportunity for new retail development that is within or is well integrated with the local centre and the rail station. Environmental and public realm improvements to the local centre will also be promoted.

5.87 Further planning guidance will be produced to guide future development in the area.

5.88 **The Meadway** is a focus for regeneration that comprises the redevelopment of the cleared Meadway flats site, the reconfiguration and enhancement of the adjoining Kent's Moat Recreation Ground and proposals for development at the local centre itself. These proposals will include the potential provision for a rapid transit link through the area from the City Centre to the Airport/NEC.

5.89 Improvement of the public realm within the centre and the adjacent Kent's Moat Recreation Ground will be required and improvements will be made to the centre's relationship with and linkages to the recreation ground and adjoining and nearby housing regeneration proposals.

5.90 There is a limited retail offer in East Birmingham and the appropriate growth of both the Meadway and Stechford local centres will be supported to address this shortfall.

5.91 It is proposed to improve the scale and range of retail, service and community facilities at the Meadway Centre (Poolway) to create a new focus for the surrounding community. The centre could accommodate additional comparison floorspace in line with policy and an enhanced convenience retail offer.

5.92 The remodelling of the existing Poolway Centre will be considered to accommodate development that could range from refurbishment and expansion to more comprehensive restructuring. The emphasis will be on creating a more attractive local centre that addresses current design and access issues and provides facilities that are accessible by all modes of travel. A review of the provision and range of services and community facilities will be undertaken.

5.93 Detailed proposals for this area will be developed through the production of further planning guidance.

5.94 Within **Shard End** targeted redevelopment has delivered a high degree of social and affordable housing to meet immediate re-housing requirements in this area. The **former Yardley Sewage Works** provides a much larger development opportunity that can deliver a broader range of accommodation that will further improve the attractiveness of the housing offer and regeneration potential of the area.

5.95 The site provides the opportunity to facilitate both the delivery of a new residential area that will help address local regeneration issues (in terms of the diversification and widening of choice within the local housing stock) as well as securing significant environmental works to the Cole Valley that will transform the amenity value of the site along with the access to it and the range of facilities available to the immediate and wider community.

5.96 The site forms part of the former Yardley Sewage Works, which ceased operation in the 1970s. Following decommissioning, only limited remediation was carried out and parts of the site were used for the landfill of demolition and construction waste. Initial investigations of the ground conditions and potential contamination have been undertaken and further investigations will be undertaken as the proposals are advanced.

5.97 The site comprises a generally featureless area to the south of the River Cole. Although included within the Green Belt as part of the Cole Valley, the site currently has restricted access and a limited environmental and recreational value. Principal sporting and recreational sites are located elsewhere in the Cole Valley corridor and are more accessible by local communities (such as the rugby pitches on the opposite side of Cole Hall Lane).

5.98 The River Cole road bridge at Cole Hall Lane has also been recently upgraded to facilitate regeneration opportunities in this area and to encourage better public transport services.

5.99 Development of part of the former sewage works site would seek to secure compensatory measures including opportunities for the improvement of access to the heart of the Cole Valley for the surrounding communities; opportunities to improve facilities

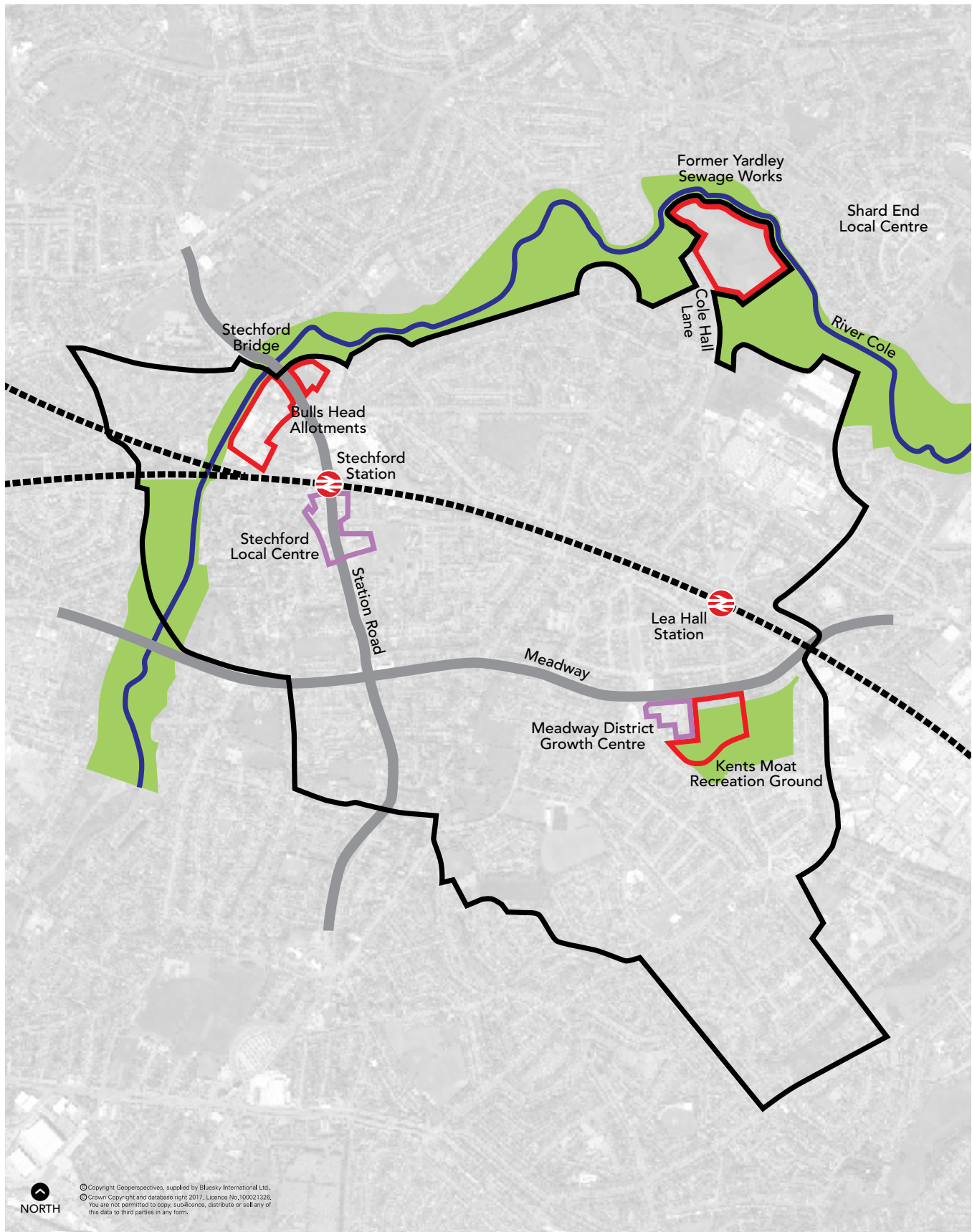
(including local centres) within the wider area as part of the delivery of new residential development; and the retention and further enhancement of the most attractive aspects of the Valley. This includes the potential relocation of Yardley and District Rugby Club's clubhouse and changing rooms to their pitches on the opposite side of Cole Hall Lane. The limited value of the Yardley Sewage Works site in terms of the role and function of the Green Belt and the shortage of land for


housing in the City, together with the local regeneration benefits and the potential for significant enhancements to the Cole Valley, represent exceptional circumstances which justify the release of the site from the Green Belt.









5.100 Further development guidance for the site will be prepared as necessary to bring forward development. This will include the potential remediation strategy for the site.



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KEY					
	Growth Area boundary		District/Local Centre		Rail station
	Development sites		Major highways		River Cole
	Public open space		Rail line		

Selly Oak and South Edgbaston

Introduction

5.101 Selly Oak and South Edgbaston is a strategically important location on the A38 corridor to the south-west of the City Centre. The area includes the Queen Elizabeth Hospital and University of Birmingham, Selly Oak District Centre and adjoining residential areas.

5.102 Selly Oak and South Edgbaston will see significant investment in major strategic sites which will further help to transform the area. The aims are to maximise the potential of the University and Hospitals, promote economic diversification and to secure significant spin off benefits from new development. In particular the area will provide the focus for the clustering of activities associated with medical technology in the Life Sciences sector. This recognises the potential to marry growth in the Life Sciences sector with the unique spatial opportunities offered in this location. This will further enhance the City's future economic competitiveness and attract investment and jobs.

Policy GA9 Selly Oak and South Edgbaston

The Selly Oak and South Edgbaston area will be promoted for major regeneration and investment and will include:

An economic, research and health role, focused around:

- A new Economic Zone as the focus of investment in the Life Sciences sector. At the heart of the zone and key to its success will be a new 4 ha Life Sciences Campus on the northern end of the Birmingham Battery site. It will provide a purpose built campus in a high quality environment that will be of a size that will provide the critical mass needed for its success.
- The University of Birmingham where further educational and associated uses that maintain and enhance the University's facilities will be supported recognising the unique character of the campus and the important historic and architectural value of its Listed Buildings.
- The new Queen Elizabeth Hospital campus area will remain a major focus for medical facilities of regional and national importance. Proposals for new hospital facilities and improvements to existing hospitals and associated facilities will be supported.

The strengthening of Selly Oak District Centre growth point with:

- New mixed use developments including retail, leisure, community, medical services and office uses. The centre has capacity for:
 - up to 25,000 sq.m. (gross) of comparison retail floorspace.
 - and up to 10,000 sq.m. of office floorspace.

To address the need for regeneration of the centre all developments should contain a mix of uses, make a positive contribution to the diversity and vitality of the centre, and be well integrated with the centre and easily accessible by all modes.

Delivery of over 700 new homes at:

- The former Selly Oak Hospital site which will be developed for housing to create an exemplar sustainable residential environment with associated open space, leisure and community uses.
- The development of smaller sites across the wider area for residential development in line with the overarching strategy for the area.

Several large sites are available for development in and on the edge of the centre to support this growth:

- The southern end of the Birmingham Battery site will be suitable for a replacement supermarket, comparison retail, offices, leisure, other town centre uses and residential.
- The Triangle site will be suitable for small scale retail, offices, other town centre uses and residential.
- Battery Retail Park will be suitable for comparison retail, offices, leisure, other town centre uses and residential.
- The Dingle will be suitable for community, medical and small scale retail and other town centre uses.

Future development across the area will need to be supported by and where necessary contribute toward infrastructure including:

- The completion of the Selly Oak New Road which will require the upgrading of Harborne Lane where it passes the Triangle site.

- A package of environmental enhancement, pedestrian, traffic management and public transport improvements along Bristol Road to support the regeneration of the centre.
- Improvements to access for public transport, pedestrians and cyclists including enhancements to University and Selly Oak rail stations.
- Improvements to the natural environment, including improvements to the Bourne Brook corridor to encourage habitat connectivity between Woodgate Valley and Cannon Hill Park, completion of key missing links in the City's Linear Open Space walkway network, and improvements to the canal network including assistance for the restoration of the Lapal Canal.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy GA9	✓	✓	✓	✓	✓	✓

Why we have taken this approach

5.103 There is around 35 ha of vacant land/buildings available for development including the former Birmingham Battery site, other sites in Selly Oak District Centre growth point and the former Selly Oak hospital to deliver the growth and regeneration aspirations. In addition there is potential for significant investment in the existing hospital and university campuses. The area is expected to make a significant contribution to the City's needs for new employment providing around 3,000 new jobs in the Biomedical and Life Sciences sector with further significant job creation in the office, education, retail and healthcare sectors. Opportunities for residential development in the area will provide over 700 new homes.

5.104 The Queen Elizabeth Hospital offers state of the art clinical facilities and has established a growing regional and national role. The proximity of the University with its Medical School has enabled strong partnerships to develop between academics and clinicians. The area is already home to extensive clinical research and many successful companies in the medical technology/Life Sciences sector. The proposed Life Sciences Campus will benefit from co-location with the University and Hospitals and will build on the successes in this field providing a basis for further growth in high value jobs.

5.105 Selly Oak District Centre growth point straddles the Bristol Road, and contains retail warehousing, a foodstore and numerous smaller shops, many providing for the needs of the local student population. However, the centre has been declining as a comparison retail destination, and is in need of investment to improve the diversity, vitality and viability of retail offer and measures to address congestion through the centre and improve the quality of the



The Queen Elizabeth Hospital

environment and public realm. The development of key sites will help to address these issues.

5.106 Further investment in the University of Birmingham will be encouraged to ensure it can maintain its role as one of the premier educational establishments in the country for higher education, research and development, and supporting activities.

5.107 The new Queen Elizabeth (QE) Hospital is a facility of both regional and national importance. Also the wider South Edgbaston area is the focus of an emerging healthcare quarter with numerous clinics and hospitals. Within the QE campus there are opportunities for further new healthcare developments including new hospitals that build on the area's success.

5.108 Extensive infrastructure and environmental improvements will be needed to support this level of new development and the policy seeks to ensure that all development contributes to these.

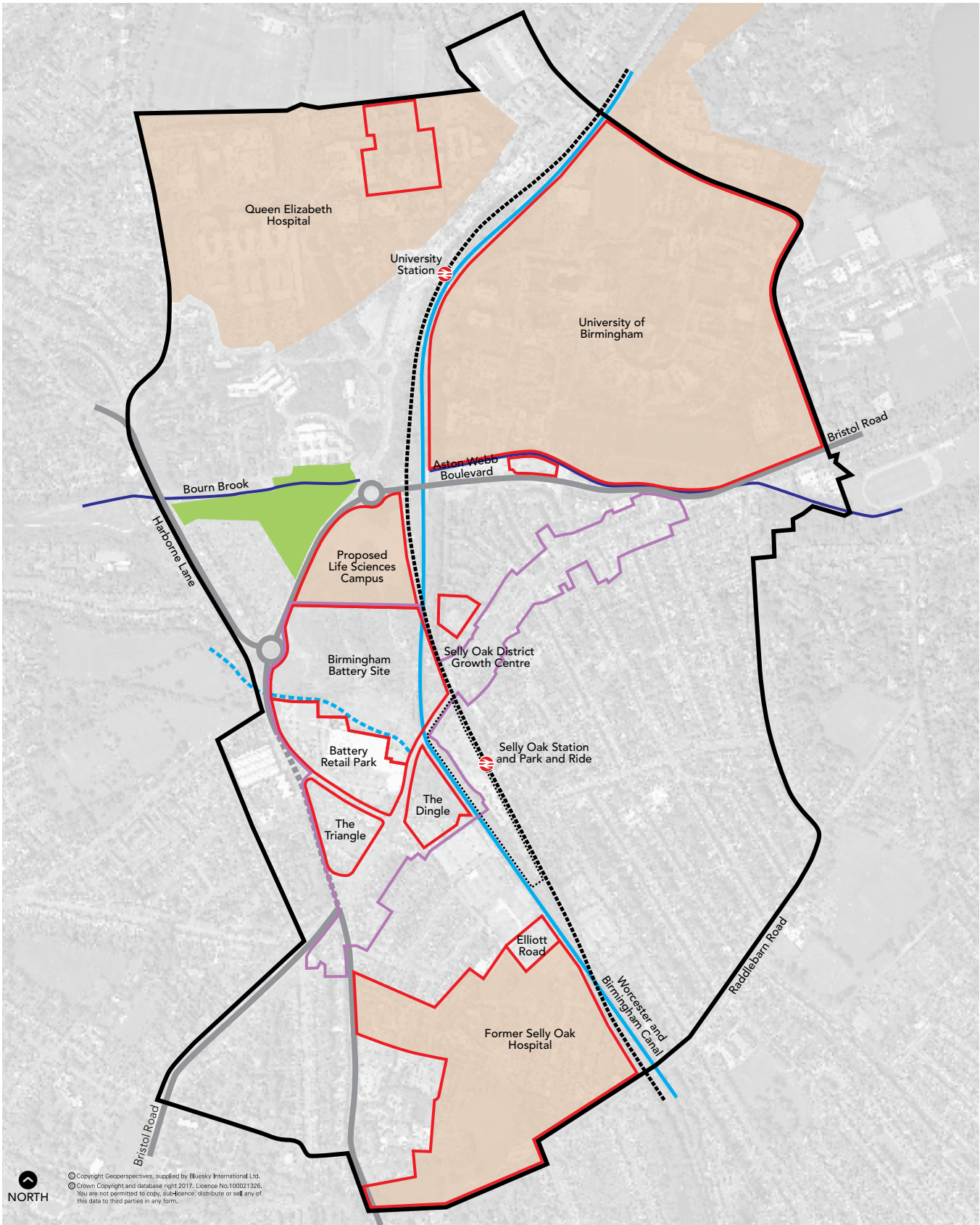
5.109 Finally the policy seeks to address some of the problems faced by residential areas and make Selly Oak/Bournbrook an attractive, balanced and sustainable residential community. The policies in this plan will be supported by other measures to address these issues including an Article 4 Direction and the Student Accommodation SPD.

5.110 A SPD is being prepared for Selly Oak/South Edgbaston that will be used to guide investment decisions on the major sites and realise the vision for the area.

5.111 The City Council will work with the private sector including key landowners such as the University of Birmingham, University Hospitals Trust and Sainsbury's to deliver this policy.



Graduates at the University of Birmingham



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KEY			
	Growth Area boundary		District Centre
	Development sites		Major highways
	Wider areas of change		Proposed final stage of new road
	Public open space		Rail line
			Rail station
			Canal
			Potential canal restoration
			Brook

Longbridge

Introduction

5.112 Following the closure 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 plan was adopted by the City Council in April 2009.

5.113 The AAP covers a developable area of approximately 130 ha. It has excellent transport connections with good access to the motorway network - being close to junctions with the M5 and M42. The A38, a major arterial route, crosses the area. It is also served by the Cross City rail line and Longbridge rail station immediately adjoins the site. Enhancements will be made to the station and its surrounding environment, improvements to bus services made, and a wayfinding strategy implemented to improve Longbridge's quality of place and connect neighbourhoods to employment opportunities.

Why we have taken this approach

5.114 The AAP provides a 15-20 year framework for the comprehensive regeneration and development of the area. It sets out proposals for an exemplar sustainable employment led mixed use development to deliver 10,000 jobs and a minimum of 1450 new homes, a Regional Investment Site (RIS), a new local centre, a Bio-mass CHP facility, new education facilities, retailing, leisure, community and recreation uses all underpinned by quality public transport facilities and highway infrastructure and other community infrastructure.

5.115 The AAP seeks to respond to the closure of the former MG Rover plant by proposing an employment led approach to regeneration. It seeks to create jobs across a range

Policy GA10 Longbridge

An AAP is in place for the area to secure comprehensive regeneration and guide future development over a 15-20 year period.

The AAP has planned for the following levels of growth; 1450 new homes, one Regional Investment Site, 13,500 sq.m. gross of retail floorspace and 10,000 sq.m. office floorspace.

A total of 28,626 sq.m. of retail floorspace has been committed to date, reflecting changing circumstances since the AAP was adopted. Proposals for further retail development will only be permitted where it can be demonstrated through a full retail impact assessment that there will be no significant adverse impact on investment in, and on the viability of centres in the catchment area.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy GA10		✓	✓	✓	✓	✓

of skills and types, protecting existing employment, creating new employment and securing the economic diversification of the area. The RIS will contribute around 4,500 jobs and the new local centre and other employment sites will also result in the creation of significant new job opportunities.

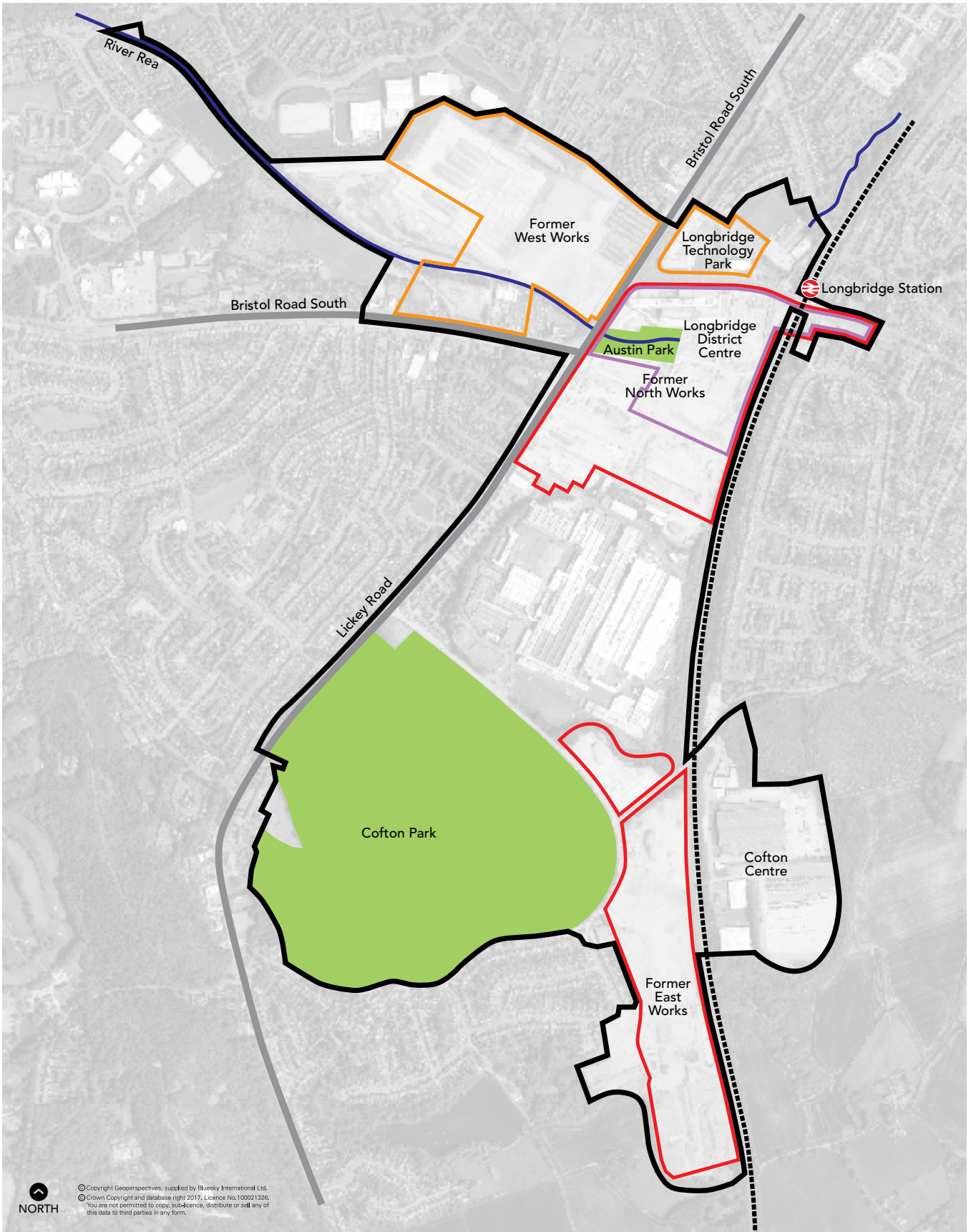
5.116 All the proposals in the AAP emerged from extensive consultation with the local community, stakeholders and other key partners. For example, the new local centre responds to the need to provide a new heart for the community and improve the quantity and quality of retail provision in the area.


5.117 The AAP Delivery and Implementation Plan sets out the mechanisms, timescales and agencies involved in delivery of the AAP proposals. However, the Longbridge Infrastructure Tariff ceased to apply when the

Community Infrastructure Levy for Birmingham was adopted in January 2016.




5.118 Since adoption of the AAP the area has been promoted to an ITEC park in recognition of its potential to provide for businesses requiring buildings with high specification fittings in a centre location and with excellent accessibility. Work is underway to secure investment in high quality digital infrastructure. The ITEC park will be mainly focussed on the RIS and local centre, however investment in this sector will also act as a catalyst in forging a vibrant residential community.




5.119 Extensive progress has been made in delivering the first phases of the RIS (Longbridge Technology Park) and key elements of the new local centre including the new college, retail hotel and offices and new urban park.



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KEY

-  Growth Area boundary
-  Development sites
-  Regional Investment Site

-  Public open space
-  Major highways
-  Rail line

-  Rail station
-  River



Thematic
policies

6

**Environment and
sustainability**

Environment and sustainability

6.1 The quality of the City's environment, ensuring sustainable development and dealing with the impacts of climate change will be central to the successful delivery of the BDP. Taking a proactive and positive approach, will be vital to the quality of life of existing and future citizens and enable the City to remain an attractive proposition for investment and visitors.

Reducing the City's carbon footprint

Introduction

6.2 The City Council is committed to a 60% reduction in carbon dioxide (CO₂) emissions produced in the City by 2027, based on 1990

figures. This is an accelerated commitment compared to the current government target which requires a 22% reduction by 2022 and an 80% reduction by 2050. Planning policies have a major role to play in helping to achieve this challenging target.

Why we have taken this approach

6.3 Climate Change - the rise in average global temperature due to increasing levels of greenhouse gases in the earth's atmosphere - is contributing to rising average global temperatures and more frequent extreme weather. The impacts of climate change and the need to reduce the cause are fundamental challenges facing the world. Birmingham is committed to taking action to tackle climate change and has set itself demanding CO₂ reduction targets. These cannot be achieved through the planning process alone, but will require action on a number of fronts. However, planning does have a significant role to play and it is important that full advantage is taken of this. This policy highlights the key areas where planning can make a contribution.

6.4 The Green Commission's Birmingham Carbon Roadmap (autumn 2013) provides more detailed guidance on how Birmingham will achieve its 60% target, largely through:

- Accelerating investment in how we heat and power the City.
- Creating more local renewable energy.
- Improving the way we travel and get around the City.
- Widening our investment in building energy efficiency programmes.

Policy TP1 Reducing the City's carbon footprint

The City Council is committed to a 60% reduction in total carbon dioxide (CO₂) emissions produced in the City by 2027 from 1990 levels. Actions to help achieve this target will include:

- Supporting the delivery of the principles of sustainable neighbourhoods in residential development (Policy TP27).
- Requiring new developments to reduce CO₂ emissions and water consumption (Policy TP3).
- Promoting and supporting the use of low and zero carbon energy sources and technologies (Policy TP4).
- Promoting the use of CHP schemes and district heating (Policy TP4).
- Encouraging the use of waste as a resource (Policy TP13).
- Promoting sustainable transport systems including cycling and walking (Policies TP38-TP41).
- Supporting the development of new low carbon technologies (Policy TP5).
- Supporting the expansion of trees and woodland for many purposes including carbon uptake (Policy TP7).
- Encouraging developers to take account of the natural features of a site (e.g orientation and landscape features) to minimise energy use.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP1	✓	✓		✓	Page ✓ 106 of 328	

6.5 The BDP and the planning process have a significant role to play in implementing the City Council's wider policies for tackling climate change and creating a green city. It also provides opportunity for maximising the social and economic opportunities available to the people of Birmingham from building a leading green city.

6.6 The policies in the BDP are supportive of National, European Union and International policies and programmes aimed at tackling climate change. They will also play an important role in supporting the delivery of some of the objectives of the Green Commission's Carbon Roadmap.



Adapting to climate change

Introduction

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

Why we have taken this approach

6.8 Climate change will lead to a greater intensity and frequency of extreme weather events including droughts, storms and heatwaves. While it is not possible to neutralise the impact of these events, it is possible to put in place measures to minimise and mitigate them.

6.9 As a densely built urban area Birmingham suffers from the urban heat island effect and work by the University of Birmingham shows that the City Centre can be up to 5°C hotter at night than the surrounding rural areas.

6.10 The projections for future rises in average temperatures would have serious implications for Birmingham's built infrastructure and the health of its people. Urban greening can make a significant contribution to reducing the effects of urban heating. Birmingham's Green Living Spaces Plan sets the priorities for creating a green network covering open spaces and parks, linear corridors, blue infrastructure, trees and green roofs/walls to help cool the City. Flood risk is also likely to increase significantly through the 21st Century and there is a need to steer development to areas with lower flood risk and improve storage and re-use of rainwater. Climate change will also impact on biodiversity within the City - but conversely maintaining and enhancing habitats can help to mitigate its impact.

6.11 Blue infrastructure refers to waterways, rivers, streams, watercourses and canals including their towpaths and environs. The blue network refers to the network of such features across the city. Areas particularly subject to the effects of climate change are shown on Plan 1 of the Green Living Spaces Plan.

Policy TP2 Adapting to climate change

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

- Managing Flood Risk and promoting sustainable drainage systems (Policy TP6).
- Promoting and enhancing a green infrastructure network in the City (Policy TP7).
- Protecting the natural environment and promoting and enhancing biodiversity and ecosystems (Policy TP8).
- Encouraging greater resilience to extreme weather conditions in the built environment and to transport, energy and other infrastructure.

In order to minimise the impact of overheating, new development and residential schemes should also:

- Demonstrate how the design of the development minimises overheating and reduces reliance on air conditioning systems.
- Demonstrate how the development integrates green infrastructure as part of the design process to encourage urban greening.
- Where feasible, viable and sustainable, provide an accessible green roof and/or walls to aid cooling, particularly in the city centre, add insulation, enhance biodiversity, plant urban trees and promote sustainable drainage.
- Where applicable, maintain and enhance the blue network to reflect the benefits that canals and rivers bring to urban cooling.

The Council will also encourage the retrofitting of these features in areas particularly susceptible to the risk of climate change.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP2		✓		✓	✓	

Sustainable construction

Introduction

6.12 Ensuring that new buildings within the City meet high standards of sustainable design and construction will be essential in reducing CO2 emissions and creating adaptable buildings in environmental terms. Households and non-domestic buildings account for a high proportion of the City's CO2 emissions.

Why we have taken this approach

6.13 The City will need to accommodate significant housing and economic growth in the period to 2031 increasing the demand for energy and water consumption. There is an opportunity to minimise the impact of this growth by creating high quality sustainable developments and new sustainable communities. In the case of new residential development, this will be achieved through energy performance standards applied through the Building Regulations in line with the Ministerial Statement of March 25th, 2015.

6.14 Ensuring that development is constructed in the most sustainable way, will require consideration to be given to the inclusion of measures reducing energy and water consumption, reducing waste and using sustainable building materials.

6.15 The Building and Research Establishment Environmental Assessment Method (BREEAM) provides market recognition for low environmental impact buildings that are not housing. It addresses a wide range of environmental issues and enables developers and designers to prove the environmental credentials of their buildings. Standards for buildings range from pass to excellent.

6.16 In meeting the requirements of this policy developers should, where relevant and applicable, demonstrate the performance of their proposals against the relevant national standard or code.

6.17 Improving the energy efficiency of the City Council's existing and new building stock is a key objective of the Green Commission's Carbon Roadmap (Autumn 2013) and Birmingham's Climate Change Action Plan 2010+. The Summerfield Eco Neighbourhood Scheme is an example of a partnership approach towards a large scale renewable retrofit project. The project helped to reduce energy usage amongst

households as well as providing local employment opportunities.

6.18 The Birmingham Energy Savers Scheme is a City Council and Carillion project working with organisations across the city, aiming to help the people of Birmingham save money on their fuel bills, become more energy efficient and help protect the environment with no upfront costs.

Policy TP3 Sustainable construction

New development should be designed and constructed in ways to which will:

- Maximise energy efficiency and the use of low carbon energy.
- Conserve water and reduce flood risk.
- Consider the type and source of the materials used.
- Minimise waste and maximise recycling during construction and operation.
- Be flexible and adaptable to future occupier needs.
- Incorporate measures to enhance biodiversity value.

From whatever date the Government prescribes for the introduction of residential zero carbon standards through the Building Regulations, all new non-residential built developments in excess of 1,000 sq. m. gross permitted floorspace or being developed on a site having an area of 0.5 ha or more should aim to meet BREEAM standard excellent (or any future national equivalent) unless it can be demonstrated that the cost of achieving this would make the proposed development unviable.

Developers will be encouraged to find innovative solutions to achieve the objectives of this policy.

Developers will need to demonstrate how their proposals accord with the provisions set out above and if not to provide a justification as to why they cannot be achieved. A post construction review certification process will be required for developments expected to meet the BREEAM excellent standard.

Measures to adapt and enhance the sustainability of existing buildings and neighbourhoods, for example through the Birmingham Energy Savers Scheme, will also be encouraged providing there is no conflict with other policies such as the protection of heritage assets.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP3		✓			✓	✓

Low and zero carbon energy generation

Introduction

6.19 Reducing energy consumption and finding alternative sources will be central to meeting CO2 targets and helping achieve more sustainable forms of development. Moving toward lower carbon forms of energy will play an important role in achieving this.

Why we have taken this approach

6.20 There is significant potential to utilise lower carbon forms of energy production, in particular Combined Heat and Power (CHP) as part of District Heating Schemes in Birmingham. CHP has particular potential for expansion within the city. CHP involves the simultaneous generation of heat and power and is a highly efficient way to use both

fossil and renewable fuels. Large residential developments on sites over 200 units in size and new non-residential developments over 1,000 sq.m. offer the economies of scale necessary to include CHP generation or a network connection to an existing CHP facility.

6.21 There are already examples within Birmingham of CHP generation. The Broad Street District Energy Scheme serves many of the City Centre's most prominent buildings including the ICC, NIA, REP Theatre, Council House and Town Hall. The project utilises a large CHP engine in the ICC boiler house and heating mains linking the various buildings to the energy centre. The scheme will result in cost savings for those linked to it and reduce the City Centre's CO2 emissions by 20%. A similar scheme is proposed in the Eastside area of the City Centre.

6.22 There is also potential within Birmingham to use natural renewable energy sources such as solar panels. Other initiatives to reduce energy consumption include the development of Smart Grids. A Smart Grid delivers electricity from suppliers to consumers using digital technology to save energy and reduce costs. Whilst Smart Grids are not being widely used at present it is possible that during the plan period the technology will become more widely available.

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

6.24 Further guidance on the application of this policy will be contained in the 'Your Green and Healthy City' Supplementary Planning Document.

Policy TP4 Low and zero carbon energy generation

New developments will be expected to incorporate the provision of low and zero carbon forms of energy generation or to connect into low and zero carbon energy generation networks where they exist, wherever practicable and unless it can be demonstrated that the cost of achieving this would make the proposed development unviable.

In the case of residential developments of over 200 units and non-residential developments over 1,000 sq.m. first consideration should be given to the inclusion of Combined Heat and Power (CHP) generation or a network connection to an existing CHP facility. However, the use of other technologies - for example solar photovoltaics or thermal systems, wind turbines, biomass heating or ground source heating - will also be accepted where they will have the same or similar benefits, there is no adverse impact on amenity and, in the case of ground source heating, environmental risks can be adequately managed.

Smaller developments should also connect to a District Heating Scheme where such schemes exist, unless it is demonstrated that such a connection is not practicable or viable.

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

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP4	✓	✓				

Low carbon economy

Introduction

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

Why we have taken this approach

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

6.27 Birmingham's Carbon Roadmap (autumn 2013) promotes the development of low carbon fuel efficient technologies and the benefits of efficient resource management and waste minimisation. In this respect small scale local biomass projects such as woodfuel heat and power offer the potential to minimise the costs and carbon emissions associated with transport.

6.28 Facilitating the roll out of low carbon technology and encouraging the sustainable management of the City's waste is a major growth opportunity and offers potential for existing companies to diversify and for new companies to be formed creating new jobs and investment.

Policy TP5 Low carbon economy

The development of innovative energy technologies to reduce the use of fossil fuels and CO2 emissions and promotion of low carbon industries will be supported and encouraged. In particular the following initiatives will be supported:

- Low carbon vehicle technologies such as electric and hydrogen fuel cell vehicles and hybrid buses including the installation of refuelling and recharging stations.
- The development of new technologies for the sustainable management of the City's waste such as anaerobic digestion and gasification processes.
- Low carbon design and construction, including low carbon renovation of the housing stock and provision of low carbon construction service and trades.
- Bioenergy initiatives such as woodfuels, (biomass) and biogas.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP5	✓	✓				✓



New housing with solar panels

Management of flood risk and water resources

Introduction

6.29 Flooding is one of the most immediate and visible consequences of extreme weather. Measures to minimise the risk of flooding and mitigate its effects are therefore required. The City Council will work with the Environment Agency to reduce floodrisk in Birmingham in line with the River Trent Catchment Flood Management Plan.

Why we have taken this approach

6.30 Parts of Birmingham are 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.

6.31 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 floodrisk 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.

Policy TP6 Management of flood risk and water resources

Flood Risk Assessments

Site specific Flood Risk Assessments will be required in accordance with the requirements of the relevant national planning policy and the guidance outlined in the Birmingham Strategic Flood Risk Assessment (SFRA).

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 exceedence flows will be 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, unless it can be demonstrated that the cost of achieving this would make the proposed development unviable.

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.

Rivers and Streams

Rivers and streams are liable to natural flooding and will be managed in ways which will ensure that this can take place in locations which will not place built development or sensitive uses at risk. The Sustainable Management of Urban Rivers and Floodplains SPD (SMURF) provides more detailed guidance. River corridors are also important elements of the City's green infrastructure network. The management of floodplains will also need to take into account the potential to increase benefits to wildlife.

The following development principles will apply:

- An easement should be provided between the development and watercourses where appropriate and feasible
- Opportunities should be taken to benefit rivers by re-instating natural river channels.
- Culverted watercourses should be opened up where feasible.
- Existing open watercourses should not be culverted.

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 the quality 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.

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.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP6	✓	✓			✓	

- Birmingham City Council, the Environment Agency and Severn Trent Water are working in partnership to deliver flood risk and environmental improvements throughout the River Rea catchment. To deliver these improvements, third party external funding is required to secure capital funds from government. Developers are encouraged to consult with the above mentioned partnership to identify opportunities and synergies prior to planning.

6.32 The Strategic Flood Risk Assessment (SFRA) reinforces the need to apply a Sequential Test and the Exception Test, in accordance with the relevant national planning policy, to many proposed development schemes. Furthermore the SFRA includes further policies to ensure that all sources of flood risk are managed as part of any development.

6.33 The SFRA outlines the need to implement adequate SuDS techniques as part of a development. Local Councils

in impermeable areas for a site could contribute to a significant increase in surface water run-off, 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 produced 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.

6.34 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, Trent Catchment Flood Management Plan, Humber River Basin Management Plan and future development of the Flood and Water Management Act 2010.

6.35 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 is being promoted by DEFRA and the Environment Agency. A Catchment Management Plan has been prepared for the Birmingham element of this catchment.

6.36 Water courses are important for some sports and the improvement of the main water courses will also enhance the sporting experience.

6.37 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 alleviate flooding in some cases.

Green infrastructure network

Introduction

6.38 Green infrastructure has a critically important role to play in mitigating the impacts of extreme weather events, particularly extended heat waves, and reducing flood risk. In addition green infrastructure helps support biodiversity and makes an important contribution to the quality of the City's environment, its quality of life and human well-being and its economic status and performance.

Why we have taken this approach

6.39 Green infrastructure includes landscapes, natural environment, biodiversity and geological features which make Birmingham distinctive. Open spaces, linear corridors, blue infrastructure and blue spaces such as waterways, rivers, streams, watercourses, canals, towing paths and their environs and green-roofs or green-walls all contribute. The City Council's approach to the maintenance and improvement of the Green infrastructure network throughout the City reflects the seven key principles which are set out in the Green Living Spaces Plan and the objectives of the Birmingham and Black Country Nature Improvement Area.

6.40 Birmingham has a network of green spaces including rivers, many small urban brooks, canals, parks and open spaces including playing fields, allotments and cemeteries. A more detailed analysis of this network together with a strategy for managing and enhancing it is provided in the Green Living Spaces Plan.

6.41 Waterways are important in creating character of place, provide biodiversity corridors and allow green leisure and commuting routes within the City. The rivers, Cole, Rea, Tame and numerous smaller watercourses together with their catchments and the canals, pass through the City and serve to link different parts of the City

Policy TP7 Green infrastructure network

The City Council will seek to maintain and expand a green infrastructure network throughout Birmingham. The integrity of the green infrastructure network will be protected from development and where possible opportunities will be taken to extend and enhance the network and to improve links between areas of open space.

Any development proposal that would sever or significantly reduce a green infrastructure link will not be permitted. New developments will be expected to address green infrastructure issues in an integrated way and to take advantage of new opportunities such as green and brown roofs. It is important that all new green infrastructure features and assets are designed to help the City adapt to a changing climate.

The City Council will also seek to conserve and enhance Birmingham's woodland resource (collectively known as 'The Birmingham Forest'). Particular attention will be given to protecting the City's ancient woodlands as irreplaceable semi-natural habitats. All trees, groups, areas and woodlands will be consistently and systematically evaluated for protection and all new development schemes should allow for tree planting in both the private and public domains. The importance of street trees in promoting the character of place and strengthening existing landscape characteristics will be recognised.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP7	✓	✓		✓	✓	✓

and provide valuable links to the countryside encouraging wildlife into the urban area. These linear corridors join other open spaces which enhance and provide variety to the natural environment. In addition to parks and recreational open space, the City's allotments and cemeteries all play a role.

6.42 The City's green infrastructure network provides a wide range of social, economic and environmental benefits. Specifically it:

- Provides direct sport and recreational benefits, providing opportunities for physical activity.
- Improves environmental quality.
- Provides urban green, open spaces and city trees, which make a positive contribution to helping the City adapt to a changing climate.
- Promotes urban quality and improves the image and attractiveness of the City.

- Helps with managing flood risk and water attenuation and helps manage urban storm water; and improving water quality.
- Promotes human health through air quality improvement and recreation opportunities.
- Provides green space and the opportunity for environmental education.
- Offers alternative routes and safe routes for commuters travelling on foot or by bicycle and for leisure cycling and walking.
- Provides 'breathing' spaces (particularly the larger spaces such as Sutton Park, Sandwell Valley and Sheldon Country Park but also the linear corridors) bringing in cleaner air and allowing wildlife close to the City Centre.
- Provides quiet places away from urban noise.

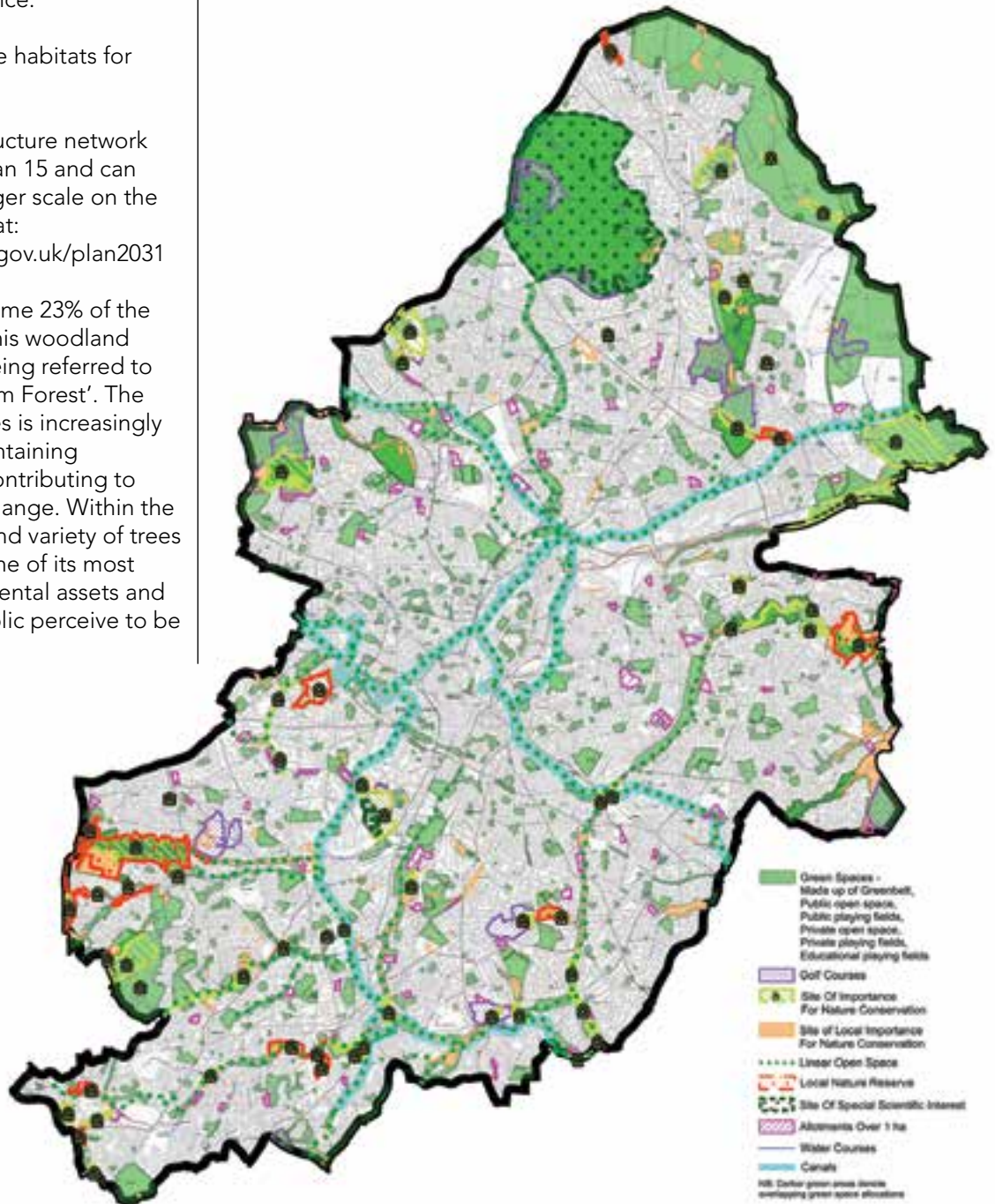
- Provides visual amenity and serves to define areas.
- Stimulates community cohesion by providing shared spaces that people can derive value from.
- Can help to mitigate climate change.
- Provides recreational, landscape and tourism assets.
- Helps to protect landscapes of historic significance.
- Provides valuable habitats for urban wildlife.

The green infrastructure network is illustrated on plan 15 and can be viewed at a larger scale on the Council's website at: www.birmingham.gov.uk/plan2031

6.43 Trees cover some 23% of the City's land area. This woodland resource is now being referred to as 'The Birmingham Forest'. The importance of trees is increasingly recognised in maintaining biodiversity and contributing to tackling climate change. Within the City the number and variety of trees is seen as being one of its most valuable environmental assets and one which the public perceive to be at risk.

6.44 The need for new trees is well documented and their visual and structural benefits are enhanced by concerns in respect of climate change (such as water run off, temperature control, pollution interception) and therefore every opportunity to plant new trees, especially large species, will be fully explored. Creating new woodland or community orchards and more

tree planting is especially useful in tackling urban heat islands, encouraging biodiversity and in assisting in dealing with surface water run off. The use and value of hedgerows and permanent grasslands are also increasing in their importance and functional use within urban areas, will also be considered, as part of the green infrastructure.



Biodiversity and Geodiversity

Introduction

6.45 Birmingham's biodiversity and geodiversity are critical components of a high quality of life and contribute significantly to the quality of the environment within the City. These natural assets are valuable and their protection is important, not just for their intrinsic worth, but because of the wide-ranging services and benefits they deliver.

Why we have taken this approach

6.46 Birmingham has a diverse range of biodiversity and geodiversity assets, including sites, habitats and species of national, regional and local importance. There are currently two Sites of Special Scientific Interest (SSSIs), 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 carried forward. 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. Sites which are currently designated as of national, regional or local importance are shown on a plan which is available on the Council's website at: www.birmingham.gov.uk/plan2031

6.47 In addition to these designated sites, the City includes a wide range of other semi-natural green spaces of value to wildlife and which create a network of habitat resources that help to connect designated sites. River and stream corridors, canals, and active and disused rail corridors are important linear landscape features; other areas of open space, including urban wasteland sites, woodlands, playing

Policy TP8 Biodiversity and Geodiversity

The maintenance, enhancement and restoration of sites of national and local importance for biodiversity and geology will be promoted and supported. These include Sites of Special Scientific Interest (SSSIs), National Nature Reserves (NNRs), Local Nature Reserves (LNRs), Sites of Importance for Nature Conservation (SINCs) and Sites of Local Importance for Nature Conservation (SLINCs).

Development which directly or indirectly causes harm to sites of national importance (SSSIs and NNRs) will not be permitted. An exception will only be made where the benefits of the development, at that site, clearly outweigh the impact that it is likely to have on the features that make the site special and any broader impacts on the national network of SSSIs.

Development which directly or indirectly causes harm to local sites of importance for biodiversity and geology (LNRs, SINCs and SLINCs), priority habitats and important geological features, species which are legally protected, in decline, are rare within Birmingham or which are identified as national or local priorities will only be permitted if it has been clearly demonstrated that:

- The benefits of the proposal outweigh the need to safeguard the designated site, or important habitat, species or geological feature.
- Damage is minimised and measures can be put in place to mitigate remaining impacts.
- Where damage cannot be avoided or fully mitigated, appropriate compensation is secured.

Development proposals which are likely to affect any designated site or important habitat, species or geological feature must be supported by adequate information to ensure that the likely impact of the proposal can be fully assessed.

The integrity of wildlife corridors and 'stepping stones' connecting them will be protected from development which would harm their function.

continued...

fields, churchyards, allotments and gardens, also contribute to the habitat network.

6.48 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 Chase Extension Canal Special Areas of Conservation (SACs). The HRA confirms that the proposals within this Plan are not likely to have an adverse effect on any of these sites. However the Council will continue to have regard to the need to protect these sites in considering major development proposals.

6.49 Biodiversity has been much affected by climate change in recent years. Increases in average temperatures and changing weather patterns have impacted on species' distributions, affected the timing of seasonal events and caused wide-ranging effects on ecosystems. The City's green infrastructure network has a vital role in enabling biodiversity to adapt to the impacts of climate change. The network of green corridors and open spaces such as river corridors, parks, allotments and informal green spaces need to be maintained to facilitate the movement of species to new locations in response to the changing climate.

Priority habitats and priority species listed in Section 41 of the Natural Environment and Rural Communities Act 2006 or in the local Biodiversity Action Plans will be maintained and opportunities to enhance and add to these natural assets will also be identified. The Biodiversity Action Plan for Birmingham and the Black Country and data from EcoRecord (the ecological database for Birmingham and the Black Country) will be used to inform the development of a strategic landscape-scale framework for the restoration and creation of priority habitats and recovery of priority species populations across Birmingham, including opportunities to create or restore linkages between important wildlife areas.

All development should, where relevant, support the enhancement of Birmingham's natural environment, having regard to strategic objectives for the maintenance, restoration and creation of ecological and geological assets, such as those identified for the Birmingham and Black Country Nature Improvement Area. Biodiversity and geodiversity enhancement measures should be appropriate to the nature and scale of the development proposed. Development proposals should clearly identify how ongoing management of biodiversity and geodiversity enhancement measures will be secured.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP8	✓	✓		✓	✓	✓



Net fishing at a local pool

Open space, playing fields and allotments

Introduction

6.50 Open space encompasses a wide range of spaces, not just traditional parks and gardens, grassed areas and woods but also cemeteries, allotments and civic spaces. All are important in providing recreational, health and other benefits for Birmingham residents and others who work in or visit the City.

Why we have taken this approach

6.51 Given Birmingham's built up character and with an increasing population and pressure for development, opportunities to create new areas of open space are limited within the existing urban area. Further development pressures on the City's open space resource will be carefully considered.

6.52 The main emphasis is on quality and accessibility; ensuring that people have access to good facilities and sufficient recreational space. Therefore accessibility and quality will inform the assessment of how much public open space provision is required.

6.53 In response to the need for assessments the City Council undertook a survey of demand which was published in 2004 which included 5,000 households, 4,000 within the City and 1,000 just outside. This together with work on the Parks Strategy has formed a background to the approach set in Policy TP9.

6.54 The City Council maintains records of provision for public open space, public and private playing fields expressed in hectares (ha) per 1,000 population by ward. A minimum 2 ha per 1,000 population standard is a simple, initial indicator of adequacy of provision. It serves to identify where there are supply problems. The use of up to date assessments of need provides more subtle information, reflecting quality and accessibility issues as well as quantity.

Policy TP9 Open space, playing fields and allotments

Planning permission will not normally be granted for development on open space except where:

- It can be shown by an up to date assessment of need that the open space is surplus taking account of a minimum standard of 2 ha per 1,000 population and the accessibility and quality criteria listed below.
- The lost site will be replaced by a similar piece of open space, at least as accessible and of similar quality and size.
- Where an area of open space is underused, as it has inherent problems such as poor site surveillance, physical quality or layout, which cannot be realistically dealt with, then in this case proposals that would result in the loss of a small part of a larger area of open space will be considered if compensation measures would result in significant improvements to the quality and recreational value of the remaining area.
- The development is for alternative sport or recreational provision, the benefits of which clearly outweigh the loss.

Playing fields will be protected and will only be considered for development where they are either shown to be surplus for playing field use, taking account of the minimum standard of 1.2 ha per 1000 population, through a robust and up to date assessment and are not required to meet other open space deficiencies, or alternative provision is provided which is of equivalent quality, accessibility and size.

Provision of public open space

Public open space should aim to be provided throughout Birmingham in line with the following standards:

- All residents should have access within 400m, (5 to 10 minutes walk) to an area of publically accessible open space which should have grass and trees and be at least 0.2 ha in size. Similarly, there should be children's play facilities within 400m of all residents.
- Within 1km (15 to 20 minutes walk) of all residents there should be an area of publically accessible open space of at least 2 ha in size. This should have paths, seating, bins, trees and landscape features. It should be capable of accommodating differing and potentially conflicting recreational activities without problem e.g. space for football and for those who want to sit and relax.
- Within 3km of all residents there should be access to a publically accessible park which has a wide range of facilities and features which may include water features, children's play facilities, cafés and formal landscaping. These spaces should be capable of holding local, or in some instances national events. These sites should be more than 2 ha in size and should also have good access for public transport and for walkers and cyclists. Some of these parks will have additional facilities and will be of a size which allows them to be used for major events and celebrations. It will be a priority to ensure that these parks have good access by public transport and adequate car parking.

New developments, particularly residential, will place additional demand upon all types of open space and children's play areas. New residents, visitors to Birmingham and people working within the City all place

varying demands upon open space. In new residential developments provision of new public open space will be required broadly in line with the standard of 2 ha per 1000 population. In most circumstances, residential schemes of 20 or more dwellings should provide on site public open space and/or children’s play provision. However, developer contributions could be used to address the demand from new residents on other types of open space such as allotments and civic spaces.

Further detail on the implementation of these requirements is provided in the Public Open Space in New Residential Development SPD.

The emphasis will be on good quality, accessible public open space that people want to use and feel safe to use. There should be well maintained paths, hard and soft landscape elements, bins, seats and other appropriate site furniture and the needs of people with disabilities should be taken into account.

Allotments

Provision of allotments should relate directly to demand in the area. Where there is a shortage of provision then consideration will be given to using other surplus open space land for allotments.

Allotment land will only be released for development where it can be shown that the site is not required to satisfy the demand for allotments in the area, or equivalent alternative provision will be made available. Where it is demonstrated that an allotment site is surplus then the first consideration should be whether it can be used as other open space where there are deficiencies. If this land is not required for other open space use then it can be considered for development. Planning permission for the development of allotments will not be granted simply because the site has fallen out of use and become derelict. Every effort should be made to improve allotment provision in areas of deficiency when the opportunity arises.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management
Policy TP9	✓	✓		✓	✓



Cannon Hill Park

6.55 The City Council has a Playing Pitch Strategy. This shows a significant short-fall of natural turf and artificial grass pitches.

6.56 Allotments play an important role in recreation and sustainability and form part of the green infrastructure network. There has been renewed interest in allotments and a diversification of users. Assessing need is more straightforward as waiting lists and vacant plots provide barometers of demand and supply. Where there is a demonstrated shortage of provision then the possibility of creating new provision by using surplus open space land can be considered.

6.57 For the purposes of the BDP the following definitions apply:

- **Open space** is all open land of recreational or public value, including playing fields, which primarily consists of natural elements such as trees, grass and water. It may or may not have free public access. It may or may not be used or held by the City Council for recreational purposes.
- **Public open space** is open space, including playing fields, owned by the City Council or to which there is a public right of access, used by the public primarily for recreation purposes. It does not include private or education playing fields, nor does it include municipal or private golf courses, cemeteries, or open areas within housing estates which substitute for private gardens.

Green Belt

Introduction

6.58 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 five purposes of the Green Belt as set out in the relevant national planning policy are to check the unrestricted sprawl of large built up areas, prevent neighbouring towns from merging into one another, to assist in safeguarding the countryside from encroachment, to preserve the setting and special character of historic towns and to assist in urban regeneration by encouraging the recycling of derelict and other urban land. Green Belt policies may contribute to urban regeneration by encouraging new investment away from greenfield sites to locations within the built-up area. However, as explained in Section 3 of the BDP there is a need to remove land from the Green Belt for both housing and employment development to support essential elements of the BDP strategy.

Why we have taken this approach

6.59 National planning policy makes it clear that established Green Belt boundaries should be altered only in exceptional circumstances and only when a local plan is being prepared or reviewed. As outlined in Section 3 and policies GA5 and GA6 it has been necessary to amend the Green Belt boundary to meet the needs of both housing and employment development. The remaining Green Belt within the City will be protected for the long term and opportunities which enhance the Green Belt particularly in terms of public accessibility will be supported.

Policy TP10 Green Belt

The revised 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 those involving previously developed land and buildings in the Green Belt, will be assessed in relation to the relevant 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 Hook.
- Moor Hall.
- Sutton Park.
- New Hall Valley.
- Sandwell Valley/Tame Valley.
- Castle Bromwich.
- Cole Valley.
- Westley Brook.
- Woodgate Valley.
- Bartley Reservoir.

Measures to improve public access to these Green Belt areas and the wider Green Belt will be encouraged. 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.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP10					✓	



Sutton Park

Sports facilities

Introduction

6.60 Birmingham has a wide range of sports facilities which provide for 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 reflect need. The policy focuses on sports facilities that are used directly by members of the public.

Why we have taken this approach

6.61 Birmingham has a wide range of sporting facilities ranging from small community sports halls and playing pitches through to larger leisure centres and swimming pools.

6.62 The City Council recognises the important role that sport and physical activity facilities have in terms of providing wider health and social benefits. These include:

- Helping to improve health and reduce health inequality.
- Effective use of open space such as parks and canal towpaths.
- Provide volunteering, employment skills and employment.
- Provide social interaction and social cohesion.
- Provide positive activity and help reduce anti-social behaviour and crime.
- Provide opportunities for people to positively contribute to their communities through sport volunteering.
- Provide environmentally friendly activity/transport options such as cycling, jogging and running.

Policy TP11 Sports facilities

The provision and availability of facilities for people to take part in formal and informal activity, that contributes to healthier lifestyles and can provide a 'stepping stone' into more formal sport will be supported and promoted.

The City Council will keep the provision of sports facilities within the City under review in the light of changing demands and preferences, and where deficiencies and oversupply are identified in an up-to-date assessment will aim to work with partners to address this.

Sports and physical activity facilities will be protected from development, unless it can be demonstrated that they are surplus to requirements through a robust and up to date assessment of need. Where there is identified need for particular sports and physical recreation facilities, the loss of existing sports facilities for these sports will not be allowed unless an equivalent or better quantity and quality replacement provision is provided.

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

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 town centres. It is important that community sport and leisure facilities should be located in easily accessible sites, with safe pedestrian and cycle access as well as being close to local public transport routes.

Proposals for new facilities or the expansion and/or enhancement of existing facilities will be supported subject to compliance with other relevant planning policies.

Appropriate and sympathetic sports lighting can enhance the use and sustainability of community sports provision to the benefit of the local community. However, any development involving sports lights should balance the benefits for sport with the amenity of local residents. Advice should be sought from Sport England when considering proposals for sports lighting. The use of planning conditions to control the use of sports lights may be applied where appropriate.

6.63 The City Council will continue to review its sporting and physical activity facility infrastructure and work with Sport England, national governing bodies of sport and other agencies to improve sport and physical activity provision within the City.

6.64 The City Council is endeavouring (with its key partners) to increase the levels of participation and formal sport and informal physical activity within its various assets across the City.

6.65 There are opportunities to link activities, for example the opportunity exists when planning transport infrastructure to include walk, run and cycle trails between these existing facilities to form a network of inter linked facilities.

6.66 It is recognised that the City has a number of stadia and facilities which attract residents and visitors to watch sport or leisure activities. While these are not covered by policy TP11 they will continue to be important assets for the City and are covered by policy TP25.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP11	✓	✓		✓	Page 121 of 328	

Historic environment

Introduction

6.67 Birmingham’s character is shaped by its historic development, which is represented by a rich and varied environment consisting of archaeological remains, historic buildings, townscapes and landscapes. Some, such as the Jewellery Quarter and Bournville are nationally renowned. All contribute to the unique essence of the City, identifying it as a place with its own special character and history.

6.68 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 can contribute to sustainability though retaining rather than wasting embodied energy and avoiding use of energy and materials for new build.

Why we have taken this approach

6.69 The historic environment contributes to local distinctiveness and provides a sense of place. Reinforcing and revealing the historic environment through incorporating it rather than isolating it provides a context for new development and inspires innovative design which respects existing local character and distinctiveness.

6.70 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 businesses to the City; acting as a stimulus for local economic growth. It is also a source of significant local pride, contributing to local identity and acting as a valuable educational resource.

Policy TP12 Historic environment

The historic environment consists of archaeological remains, historic buildings, townscapes and landscapes, and includes locally significant assets and their settings in addition to designated and statutorily protected features. It will be valued, protected, enhanced and managed for its contribution to character, local distinctiveness and sustainability and the Council will seek to manage new development in ways which will make a positive contribution to its character.

- 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, including alterations and additions, will be determined in accordance with national policy.
- Applications for development affecting the significance of a designated or non-designated heritage asset, including proposals for removal, alterations, extensions or change of use, or on sites that potentially include heritage assets of archaeological interest, will be required to provide sufficient information to demonstrate how the proposals would contribute to the asset’s conservation whilst protecting or where appropriate enhancing its significance and setting. This information will include desk-based assessments, archaeological field evaluation and historic building recording as appropriate.
- Where it grants consent for proposals involving the loss of all or part of the significance of a designated or non-designated heritage asset, the City Council will require archaeological excavation and/or historic building recording as appropriate, followed by analysis and publication of the results.
- Initiatives and opportunities to mitigate the effects of climate change by seeking the reuse of historic buildings, and where appropriate, their modification to reduce carbon emissions and secure sustainable development - without harming the significance of the heritage asset or its setting - will be supported.
- Opportunities for information gain through investigations as part of proposed development will be maximised and such information will be widely disseminated.
- Innovative design which retains the significance of the heritage asset(s) and is integrated with the historic environment will be encouraged.

Where a Conservation Area Character Appraisal or Management Plan has been prepared, it will be a material consideration in determining applications for development, and will be used to support and guide enhancement and due regard should be given to the policies it contains.

The City Council will support development that conserves the significance of non-designated heritage assets including archaeological remains and locally listed buildings.

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. Where appropriate the enhancement of canals and their settings will be secured through development proposals.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP12		✓		✓	✓	✓

6.71 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.

6.72 It contains well-preserved archaeological remains of prehistoric, Roman, medieval and post-medieval date, including deposits containing information on past environmental conditions and industrial processes. In addition to buried remains, earthworks survive in open spaces. Birmingham's historic buildings include dwellings, public buildings, churches, and industrial and agricultural structures. There are relatively few buildings dating from before the 18th century, so their rarity gives them a special local significance.

6.73 Historic townscapes in the City Centre and suburbs consist of buildings, land divisions and street patterns resulting from different periods of the City's historic development. The varying character of much of the historic environment of the City and its suburbs results from the survival of many Victorian and Edwardian buildings and structures, including public buildings, industrial buildings, canals, railways, schools, places of worship and houses. Historic landscapes in parks and open spaces and in the urban fringe include agricultural buildings, ancient land divisions, historic woodland and planned parks and cemeteries.

6.74 English Heritage's annual Heritage at Risk Register includes scheduled monuments, grade I and II* listed buildings, listed places of worship, registered parks and gardens, and conservation areas. The Register records condition, occupancy and use, vulnerability, priority actions and trends in condition. In addition, the City Council has itself identified other listed buildings at risk.

6.75 The City Council will review or prepare character assessments and management plans for conservation areas and other areas of particular local significance to supplement existing policies for protection and enhancement. Historic Landscape Characterisation will be used to inform and understand the contribution of the historic environment to the city's character and identity.

6.76 The City Council will adopt a protocol for the inclusion of the historic environment in AAPs, SPDs, Neighbourhood Plans, development briefs and other non-statutory area-based planning documents, and Local Development Orders, to ensure that its significance is conserved and its positive contribution to character is recognised.

6.77 The City Council will maintain a list of heritage assets of local importance and a Historic Environment SPD will be produced.

6.78 The Historic Environment Record will be maintained and developed to include all aspects of the City's historic environment so that it is a tool for decision-making and policy formulation.

6.79 Where appropriate and feasible, opportunities will be sought to bring heritage assets at risk, as identified in English Heritage's Heritage at Risk Register and by the City Council itself, into sustainable economic use that retains their significance.



The Bartolomeo Arms in New Street

Sustainable management of the City's waste

Introduction

6.80 There is a need to reduce the waste the City produces from its homes and businesses and carefully and sustainably manage what is left. How the City deals with waste will be central to planning for sustainable growth.

Why we have taken this approach

6.81 The City Council as a Waste Planning Authority (WPA) is required by Government to monitor and manage the City's waste in a sustainable way by promoting the 3Rs - Reduce, Reuse, Recycle. The overarching objective set out in the national waste strategy is that waste must be considered a resource, and that its management should be pushed up the waste hierarchy. A significant part of this reduction in waste should include the removal of biodegradable and recyclable materials prior to waste being landfilled. Disposal, particularly to landfill is the least sustainable and desirable option for management of our waste.

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

6.83 The City Council has undertaken a Waste Capacity Study (BWCS) and a subsequent Update, which explores a range of issues including predicted waste arisings and future capacity requirements. The Study shows that total waste arisings within the City are currently around 2.9 million tonnes per annum and taking account of planned growth in this period, total waste in Birmingham is expected to increase to 3.4 to 3.7 million tonnes.

Policy TP13 Sustainable management of the City's waste

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.

The key policy objectives of the City Council will be to minimise the amount of waste created, treat waste as a resource and encourage recycling, reuse and composting.

The City Council will seek to ensure that the tonnage of waste treated and managed within Birmingham is equivalent to the tonnage of waste arising. There is currently a shortfall in the number of material recycling facilities within the City and more will need to be constructed during the plan period. The City Council will seek to reduce the proportion of the City's waste which is sent to landfill. This will require an increase in alternative disposal capacity. The type of facilities needed and site location criteria are outlined in Policies TP14 and TP15.

In the case of development on any site of over 5 ha, the Council will require the preparation of a strategy for the prevention, minimisation and management of waste.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP13		✓				



Recycling facilities

6.84 Whilst there is theoretical capacity to deal with all of the City's waste, Birmingham has limited disposal facilities. There are no active landfills in the City and the Tyseley Energy Recovery Facility primarily accepts municipal waste. There is potential for the City to increase disposal capacity to deal with specific waste streams

such as commercial and industrial waste and reduce the amount of waste sent to landfill. The BWCS also shows that there is a shortage of Material Recycling Facilities (MRFs) within Birmingham, and that over 27,000 tonnes of waste is being exported cross boundary to facilities outside Birmingham.

New and existing waste facilities

Introduction

6.85 The BWCS shows there will be a requirement for additional waste management facilities during the

plan period, particularly facilities that increase the City's disposal capacity. These additional facilities should enable the City to increase recycling and reduce the amount of waste sent to landfill.

Why we have taken this approach

6.86 Evidence in the BWCS supports the provision of new waste management facilities and highlights a particular need for additional material recycling facilities and facilities for the treatment of food waste. It also identifies the potential for additional facilities for the disposal of commercial and industrial waste and for the recycling of construction waste.

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

6.88 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 TP14 New and existing waste facilities

The expansion of existing or the development of new waste management facilities will be supported, providing that proposals satisfy the locational criteria set out in Policy TP15. Opportunities to improve the environmental performance of existing facilities will be explored.

This approach will include:

- Encouraging the development of Material Recycling Facilities (MRF's) that would increase the City's recycling capacity and efficiency.
- Encouraging the management of food waste through existing and emerging waste management technologies and ensure that commercial and non-commercial biodegradable food wastes are treated as a resource. Schemes that promote technologies which will recover value from such wastes through techniques such as anaerobic digestion (AD) will be supported in appropriate locations in accordance with the criteria in Policy TP15.
- Seeking to reduce the amount of commercial and industrial waste sent to landfill, and encouraging new schemes and emerging technologies that enable this. Proposals to expand existing waste management facilities at the Tyseley Energy Recovery Facility plant in order to accommodate more commercial waste will be supported in principle. Gasification and pyrolysis technologies, which can generate energy and heat for District Heating Schemes, will also be supported in appropriate locations.
- Protecting existing facilities that contribute to waste management capacity, provided that they meet the criteria in Policy TP15 and do not have a negative impact on the environment and amenities. Proposals that lead to the loss of such waste management facilities, without adequate provision to replace lost waste handling capacity, will be refused. New developments which would compromise the continued operation of existing sites will also be refused.
- Supporting recycling proposals for aggregate materials subject to the locational criteria in Policy TP15. On site recycling of construction and demolition waste will be expected wherever possible and proposals for additional 'urban quarries' which increase recycling and reduce the amount of construction and demolition waste sent to landfill will be supported.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP14						

Location of waste management facilities

Introduction

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

Why we have taken this approach

6.90 The City Council will support the distribution of new waste facilities across the City providing the sites and facilities meet specified criteria. Where proposals for waste facilities can demonstrate they are sustainably located and meet waste management

requirements and fulfil a need they will be supported. Modern 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.

6.91 Industrial areas with existing and complementary waste and industrial uses are well placed to specialise in new waste and sustainable energy technologies. There is an opportunity for the development of such technologies at Tyseley as an Environmental Enterprise District (EED), which has potential to cluster complementary waste and sustainable energy uses. The City Council will actively encourage and promote appropriate recycling and CHP energy generation schemes in this location.

6.92 Policy TP17 seeks to ensure that there is a reservoir of 96 ha of land available within Birmingham for industrial development, including proposals for the management and treatment of waste. This should ensure that there is a constant supply of suitable sites for waste-related uses.

Policy TP15 Location of waste management 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 potential to accommodate new waste and sustainable energy technologies, including recycling, Combined Heat and Power and waste recovery.
- Other industrial areas including the Core Employment Areas identified on the Policies Map.
- Sites currently or previously in use as waste management facilities.
- Appropriate sites adjacent to existing waste management facilities.

Proposals for new or expanded waste management facilities, including in the locations listed above, will be considered against the following criteria:

- The effect of the proposed waste facility upon the environment and neighbouring land uses.
- The impact of traffic generated by the proposal and the availability of alternative transit modes, such as rail and waterways.
- The need for pollution control measures appropriate to the type of waste to be processed or handled.
- The 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.
- The effect of proposals on aircraft safety.
- The design of the proposal. 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 impacts on adjacent uses from noise, ordure, vermin and wildlife. Proposals advocating open air unenclosed storage of organic odour producing material will not be supported.

Proposals will be supported where it is demonstrated that these criteria are satisfied.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP15			✓			

Minerals

Introduction

6.93 The delivery of the growth strategy set out in this Plan will require the use of a significant amount 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.

Why we have taken this approach

6.94 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/redevelopment schemes take place, it is important that any viably workable minerals are identified and extracted in order to prevent them from being sterilised.

6.95 The Council's policies for the management of waste seek to encourage the recycling of construction and demolition waste. This can make an important contribution to meeting the demand for aggregates within the city. The Council will therefore seek to protect facilities associated with this, and minerals infrastructure generally.

6.96 The Council will continue to work in partnership with the other Metropolitan Authorities to produce and keep up-to-date a Local Aggregates Assessment and will continue to contribute to the work of the Regional Aggregates Working Party.

Policy TP16 Minerals

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 viably workable minerals should be extracted.

Minerals infrastructure, including sites for concrete batching, the manufacture 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.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP16			✓		✓	✓



Tyseley waste disposal depot



Thematic
policies

7

Economy and
network of centres

TECHNOLOGY PARK

Economy and network of centres

7.1 Birmingham is one of the most important employment areas within the UK and home to some of the country's most successful companies such as Jaguar Land Rover and Kraft. Strengthening this position and ensuring the City has a successful and prosperous economy will require the City to provide for a wide range of opportunities for economic development and job creating activity. Key components of this will be a supply of good quality available employment land and premises and a vibrant network of local centres.

7.2 The projected growth in Birmingham's population will require the City to plan for the creation of a significant number of new jobs. The increase in employment will need to meet the needs of the City's growing population and help reduce the levels of unemployment and worklessness that currently exist.

Portfolio of employment land and premises

Introduction

7.3 The maintenance of the industrial sector and the provision of sufficient land and premises to enable the economic base to diversify and grow are critical to the prosperity of the City. Ensuring that an adequate supply of employment land is maintained throughout the plan period will also be essential in enabling long-term balanced growth to be sustained.

Policy TP17 Portfolio of employment land and premises

Provision will be made for a portfolio of 'readily available'* employment land consisting of the following hierarchy of sites. Within the portfolio there is a requirement for Regional Investment Sites (Policy TP18) in addition to a 5 year minimum reservoir of 96 ha which will be maintained throughout the plan period consisting of the following:

Portfolio of land	Land requirements
Best Quality	
High quality attractive sites, of a minimum 10 ha in size suitable to attract clients with an international/national/regional choice of location.	A minimum reservoir of 60 ha of land.
Good Quality	
Good quality sites suitable for locally based investment, likely to exceed 0.4 ha in size.	A minimum reservoir of 31 ha of land.
Other Quality	
Other sites less than 0.4 ha of average or poor quality likely to be of interest to local companies.	A minimum reservoir of 5 ha of land.

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

The portfolio of land will be managed and kept up to date through regular monitoring and the production of employment land reviews.

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

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP17	✓	✓	✓	✓	✓	✓

Why we have taken this approach

7.4 Recent research undertaken by PA Consulting and Warwick Economics and Development highlights a number of key growth sectors, such as advanced manufacturing, which are vital to the future of Birmingham's economy. These reports support the provision of a range of employment sites to meet predicted demand and highlight the importance of providing an adequate supply of land to enable the City's economy to maximise the potential of the growth sectors.

7.5 The portfolio of land set out in Policy TP17 is intended to meet the needs of all types and sizes of businesses and will ensure that desirable employment development is not lost due to a lack of site availability by ensuring that supply leads demand. The portfolio consists of a wide range of sites from large strategic sites such as Regional Investment Sites (Policy TP18) to smaller Good Quality sites suitable for local businesses. With the exception of the Peddimore allocation (Policy GA6) the approach towards employment land supply will be based on recycling existing sites in employment use to ensure that they meet the needs of modern business.

7.6 Much of the City's employment land supply lies within the Core Employment Areas identified in Policy TP19. Future supply will be supplemented by additional

recycling opportunities which can be expected to emerge through the plan period.

7.7 However, monitoring of the employment land pipeline, undertaken through the Employment Land Review indicates

a significant shortage of Best Quality employment land. To address this shortfall and ensure that there is a sufficient supply of sites, 71 ha of land has been identified on the site at Peddimore for Best Quality employment development (Policy GA6).



Longbridge Technology Park

Regional Investment Sites

Introduction

7.8 It is essential that Birmingham is able to compete for investment in new employment sectors, and to provide opportunities for Birmingham-based companies to expand. To achieve this will require high-quality sites to be available across Birmingham's area.

Why we have taken this approach

7.9 Regional Investment Sites (RIS) are an established part of the portfolio of employment land in the West Midlands, their origin being within the former Regional Spatial Strategy, which identified a need for large sites capable of attracting 'footloose' investment and able to support the diversification of the economy. The study by Warwick Economics and Development supports the ongoing provision of Regional Investment Sites as an important component of the portfolio of employment land.

7.10 Historically such sites have been provided on greenfield sites such as Birmingham Business Park and Blythe Valley Park in Solihull. These sites have been successful in attracting high value investment to the region. The challenge in Birmingham is to create this type of high quality employment site within an urban environment close to areas of deprivation and high unemployment.

7.11 Development on the Regional Investment Sites is intended to comprise high quality uses within the B1 and B2 Use Classes and appropriate complementary facilities to ensure that the sites are attractive to high value investment. Uses that would have a detrimental impact on the intended character of the Regional Investment Sites would undermine this aim and as such are not appropriate for these sites. Examples of such uses include vehicular repairs and waste activities falling within the B2 use class.

Policy TP18 Regional Investment Site

Regional Investment Sites (RIS) are intended to support the diversification and modernisation of the City's economy. Regional Investment Sites are large high quality sites attractive to national and international investors in the order of 25 to 50 ha that are:

- Served or capable of being served by multi modal facilities and broadband IT infrastructure.
- Possess good quality public transport links.
- Located within or close to the areas of greatest need and
- Accessible to effective education and training opportunities to ensure that the employment benefits are available to the local workforce.

Two Regional Investment Sites are currently being developed at Longbridge and at East Aston.

Development on these sites will be restricted to uses falling within Use Classes B1 and B2. Warehousing will only be permitted where it is ancillary to the main B1 or B2 use. Complementary facilities to the RIS such as leisure facilities, small-scale retail and conferencing facilities may be permitted but only at an appropriate scale and ancillary to the main B1/B2 use of the site. The potential for supporting facilities to be provided off site, through either new or existing facilities, will also be taken into account.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP18	✓	✓	✓	✓	✓	✓



Employment site Page 132 of 328

Core employment areas

Introduction

7.12 In order to ensure that the City has a sufficient supply of land for employment uses to support the needs of businesses and meet the challenging targets set out in Policy TP17, the City will need to retain and recycle its limited reservoir of good quality employment land in employment use. A significant proportion of the City’s employment land lies within established employment locations which have been identified as Core Employment Areas.

Why we have taken this approach

7.13 Core employment areas have been identified as the focus of the City’s industrial activity and contain some of the City’s major employers such as Jaguar, Kraft, Specialist Computer Holdings and GKN.

7.14 These areas are also the focus of a number of current committed

major industrial regeneration schemes. Major developments within these areas include:

- Prologis Park, Minworth (32.5 ha).
- The Hub, Witton (29 ha).
- Signal Point, Tyseley (7.64 ha).

7.15 Additional redevelopment opportunities are likely to become available within these areas during the plan period - for example there is significant potential for redevelopment within Saltley Business Park in the Heartlands Area. These opportunities will play a key role in meeting the employment land targets set out in Policy TP17. The need to retain the areas shown as Core Employment Areas on the Policies Map will be kept under regular review. Land within the HS2 Safeguarding Area at Washwood Heath will also become available for employment use in the event that it is not required for HS2 purposes.

Policy TP19 Core employment areas

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

For this purpose, employment use is defined as B1b (Research and Development), B1c (Light Industrial), B2 (General Industrial) and B8 (Warehousing and Distribution) and other uses appropriate for industrial areas such as waste management, builders’ merchants and machine/tool hire centres. Applications for uses outside these categories will not be supported unless an exceptional justification exists.

Measures to improve the operational and functional efficiency and the quality and attractiveness of these areas to investment in new employment will be supported. In particular improvements to the transport infrastructure will be encouraged to improve access, reduce congestion and reduce conflict with adjacent residential areas where this exists. Wherever possible, the movement of freight and goods by rail will be encouraged.

The Core Employment Areas are identified on the Policies Map.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP19		✓		✓	✓	

Protection of employment land

Introduction

7.16 The constrained nature of the City's employment land supply means that it is important to ensure that land with continued potential for employment use is not lost to other forms of development - while at the same time avoiding the risk of sterilising land which has no realistic potential for continued employment use.

Why we have taken this approach

7.17 The latest Employment Land Review (and Warwick Economics Study) has identified a shortage of best and good quality employment land within the City and a need to protect good quality employment land and sites forming part of consented supply.

7.18 The study also concluded that there is some employment land in the City which is no longer suitable for ongoing employment uses due to factors such as its poor location and compatibility with other uses. These sites could be utilised for other uses without compromising the City's ability to provide jobs and foster a competitive economy and can make an important contribution to meet any other development requirements, including the City's housing requirements identified in Policy PG1.

7.19 The SPD on the Loss of Industrial Land to Alternative Uses provides further details on the information required when submitting a planning application involving the loss of employment land. An updated version of this SPD will be prepared to reflect the incorporation of aspects of it within this Plan.

Policy TP20 Protection of employment land

Employment land and premises are a valuable resource to the Birmingham economy and will be protected where they contribute to the portfolio of employment land and are needed to meet the longer term employment land requirements set out in Policy TP17.

Outside Regional Investment Sites and Core Employment Areas there may be occasions where employment land has become obsolete and can no longer make a contribution towards the portfolio of employment land. In such cases change of use proposals from employment land to other uses will be permitted where it can be demonstrated that either:

- The site is considered a non-conforming use.

or

- The site is no longer attractive for employment development having been actively marketed, normally for a minimum of two years, at a price which accords with other property of a similar type in the area. Where it is argued that redevelopment for employment purposes would be commercially unviable, a viability assessment may also be required which should include investigations into the potential for public sector funding to overcome any site constraints.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP20				✓	✓	



Demolition at Longbridge Page 134 of 328

The network and hierarchy of centres

Introduction

7.20 One of the characteristics of Birmingham is its extensive network of centres, which provide a focus for growth in the retail, office and leisure sectors. Centres also act as a focus for local community life and ensure that services are available in accessible locations. The network and hierarchy of centres will be the preferred location for retail and office development over the plan period.

Policy TP21 The network and hierarchy of centres

The vitality and viability of the centres within the network and hierarchy identified below will be maintained and enhanced. These centres will be the preferred locations for retail, office and leisure developments and for community facilities (e.g. health centres, education and social services and religious buildings). Residential development will also be supported in centres having regard to the provisions of policy TP24. Proposals which will make a positive contribution to the diversity and vitality of these centres will be encouraged, particularly where they can help bring vacant buildings back into positive use.

Alongside new development, proposals will be encouraged that enhance the quality of the environment and improve access.

The focus for significant growth will be the City Centre, Sutton Coldfield, Selly Oak, Perry Barr and Meadway but there is also potential for growth in several of the District centres, notably Erdington, Mere Green and Northfield. The scale of any future developments should be appropriate to the size and function of the centre.

The comparison retail floorspace requirements as set out in the table include commitments and should be treated as specific to each centre.

	Level of comparison retail floorspace (sq.m. gross)	Level of office floorspace (sq.m. gross)
	2012-2026	2013-2031
City Centre	160,000	700,000
Sub-Regional Centre Sutton Coldfield	30,000	20,000
District Growth Points Perry Barr Meadway Selly Oak	20,000 15,000 25,000	10,000 5,000 10,000
District Centre Acocks Green Alum Rock Castle Vale Coventry Road Edgbaston Erdington Fox and Goose Harborne Kings Heath Longbridge Maypole Mere Green New Oscott Northfield Sheldon Soho Road Stirchley Swan	Within District Centres, levels of comparison retail and office floor space growth should be appropriate to the size and function of the centre but should not normally exceed 5,000 sq.m. gross in either case. However, higher levels of office development will be supported in Edgbaston (Five Ways) District centre because of its close links to the City Centre. In the case of Longbridge the provision of additional comparison retail floorspace will be controlled in accordance with policy GA10.	

continued...

Local Centre

- Balsall Heath
- Boldmere
- Bordesley Green
- College Road
- Cotteridge
- Dudley Road
- Frankley
- Glebe Farm
- Green Lane
- The Parade, Hall Green
- Hawthorn Road
- Hay Mills
- Highfield Road, Hall Green
- Highgate
- Ivy Bush
- Jewellery Quarter
- Kings Norton Green
- Kingsbury Road
- Kingstanding Circle
- Ladypool Road
- Lea Village
- Lozells
- Moseley
- Newtown
- Olton Boulevard (Fox Hollies)
- Pelham
- Queslett
- Quinton
- Robin Hood, Hall Green
- Rookery Road
- Scott Arms
- Shard End
- Short Heath
- Slade Road
- Sparkbrook
- Sparkhill
- Springfield
- Stechford
- The Radleys
- Timberley
- Tyseley
- Villa Road
- Walmley
- Ward End
- Weoley Castle
- West Heath
- Witton
- Wylde Green
- Yardley Road
- Yardley Wood
- Yew Tree

Within local centres comparison retail and office floorspace will be acceptable in line with the size of the centre and provided that the proposal is aimed at catering for the local catchment population.

Except for any specific allocations in this Plan, proposals for main town centre uses outside the boundaries of the network of centres identified in policy TP21 will not be permitted unless they satisfy the requirements set out in national planning policy. An impact assessment will be required for proposals greater than 2,500 sq.m. (gross). The City Centre boundary for main town centre uses, and the City Centre Retail Core boundary are both shown on the Policies Map. Boundaries for other centres are shown in the Shopping and Local Centres SPD.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP21	✓	✓	✓	✓	✓	✓

Why we have taken this approach

7.21 Birmingham contains a large network of centres ranging from the City Centre that holds a national position as a retail destination to local centres which meet immediate day-to-day needs. These centres are varied in terms of size, offer and who they serve, some serving not just local people but a regional and in some cases national population. Birmingham's centres are diverse and have a range of uses, particularly retail but also other focal points for the local communities which they serve, for example places of worship, community centres, universities and offices. Arising from this, centres are also important sources of employment. In addition to the centres identified in the hierarchy, there are also many smaller shopping parades.

7.22 The network of centres proposed in the BDP is based on work carried out through the preparation of the Council's Local Centres Strategy and the Retail Need Assessment which contains a health check of the larger centres (district level and above). The Shopping and Local Centres SPD contains boundaries and Primary Shopping Areas for each of the centres identified except for the City Centre. However it should be noted that the hierarchy used in the SPD differs in some respect from that in this policy. It is proposed to update the SPD to bring it in line with this Plan. The network includes a new centre at Longbridge which is proposed in the Longbridge AAP.

7.23 Definitions for the categories of centre used in the hierarchy are set out below:

- **Regional Centre** - Very large centre, embracing a wide range of activities and serving a regional/national catchment.
- **Sub-Regional Centre** - Major centre, providing an extensive range of facilities and services for a more than local population.

- **District Centre Growth Point** - A major group of shops, identified as a focus for retail growth and office development.
- **District Centre** - A major group of shops, including at least one foodstore or superstore and a range of non-retail and public services.
- **Local Centre** - A significant group of local shops and services, usually including one or more smaller foodstore.

7.24 The comparison retail floorspace figures derive from the Birmingham Retail Need Assessment (BRNA) Update (2013) and reflect the position that growth in comparison retail expenditure is now expected to be lower than previously anticipated, and internet sales are expected to grow more rapidly. The floorspace figures are inclusive of commitments, which totalled around 142,000 sq m gross in 2012, about 77,000 sq m of which was in the City Centre, Sutton Coldfield and the District Growth Centres.

7.25 The City Centre will continue to be the primary focus for retail, office and leisure activity reflecting its national standing and attraction as a top visitor destination. Future growth will be in line with the role of the centre and need to ensure it remains competitive.

7.26 For Sutton Coldfield the comparison retail requirements are taken from the Retail Needs Assessment. They have been set at a level that allows for the implementation of the main retail components of the Sutton Coldfield Town Centre Regeneration Framework SPD.

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

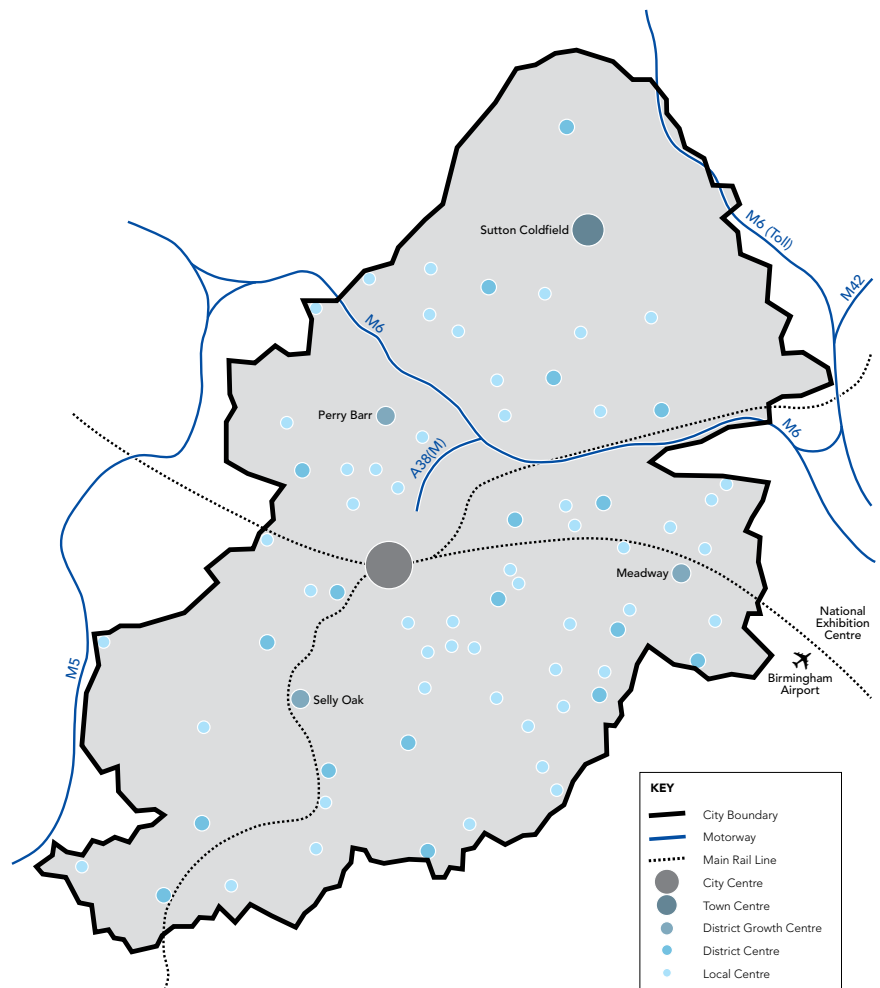
reflects the lack of comparison retail facilities currently in this part of the City.

7.28 No specific requirements for the other main town centre uses such as leisure have been identified - but these uses will continue to be encouraged in the network of centres at an appropriate scale. The leisure, evening economy is also important and will continue to be supported in suitable centres and in line with the principles established in policy PG3.

7.29 Policy GA10 sets out specific levels of retail and office floorspace for the new centre at Longbridge.

7.30 Edgbaston (Five Ways) District Centre and surrounding area is an existing focus for office development on the edge of the City Centre and has the potential for future growth which will be supported.

7.31 A plan illustrating the location of all centres listed in the hierarchy is shown below.



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Convenience retail provision

Introduction

7.32 Accessible convenience retail provision such as food stores is important for communities across the City. The BRNA Update (2013) shows that there is little overall scope for additional convenience floorspace.

Why we have taken this approach

7.33 The BRNA Update (2013) indicates that there is limited capacity for additional convenience retail development in Birmingham in the period to 2026 after existing commitments are taken into account. Over recent years there has been significant growth in the convenience retail sector that has seen a number of new and improved stores created throughout the City. This has served to improve the offer and quality of provision ensuring that local communities have access to convenience retail provision. As identified in the BRNA Update (2013) due to the recent number of developments there are no major gaps in provision although it is recognised that at a local level there may be variations in provision.

Policy TP22 Convenience retail provision

In principle, convenience retail proposals will be supported within centres included in the network of centres, subject to proposals being at an appropriate scale for the individual centre. Proposals should deliver quality public realm and create linkages and connections with the rest of the centre and improve accessibility. Proposals that are not within a centre will be considered against the tests identified in national planning policy and other relevant planning policies set at local level, in particular the policies for the protection of employment land.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP22			✓		✓	✓



Foodstore Page 138 of 328

Small shops and independent retailing

Introduction

7.34 Throughout the network of centres there is a broad range of shops and services, however in overall terms the City lacks a diverse enough offer to ensure it provides a high quality shopping experience and offer. One key area to address will be the presence of more independent and niche retail shops.

Why we have taken this approach

7.35 The diverse retail offer in Birmingham's extensive network of centres is provided not solely by large national retailers but smaller independent retailers who may operate one or more stores in the centres identified in the hierarchy. Although there are many small shops and independent retailers across the City, there are gaps in some of these centres and in particular the city centre where the BRNA Update (2013) has identified a particular deficiency.

7.36 The BRNA Update (2013), and City Centre Retail Assessment, along with discussions with key stakeholders in connection with the Big City Plan, identified that Birmingham (in comparison to other regional centres) lacks representation from independent, niche and small retailers to provide a diverse retail experience.

7.37 Areas across the City such as the Jewellery Quarter, Alum Rock and the Soho Road provide a unique retail offer and the provision of smaller retail units would assist in creating opportunities for smaller and independent retailers to flourish.

Policy TP23 Small shops and independent retailing

Proposals which promote and encourage independent and niche retailers across the City will be supported. Specifically the City Council will seek to ensure that:

- There is a range of retail premises across the City including provision of smaller units.
- Future developments within centres consider the need for a range of unit sizes to suit all potential needs.

The BRNA Update (2013) has identified a particular deficiency in independent retailing in the City Centre. Proposals for new retail development within the City Centre should therefore include provision which will encourage the creation of new specialist and independent shopping destinations.

Proposals for other forms of retailing such as markets that encourage smaller and independent retailers will be supported and encouraged.

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

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP23	✓	✓				✓



Jewellery Quarter Page 139 of 328

Promoting a diversity of uses within centres

Introduction

7.38 A mixture of uses in centres is essential to promote the diversity, vitality and viability of centres. It is key to the success of a centre to have alongside A1 retail units, other uses, for example bars, restaurants, leisure, local services and hot food takeaways. It is however important that the main retail function of a centre is not undermined by an over concentration of these non A1 uses.

Why we have taken this approach

7.39 Centres contain a wide range of uses, but their primary function and the use which underpins their economic vitality is almost always retailing. It is therefore important to achieve a balance between uses in centres to ensure that the retail role is not undermined. This policy seeks to ensure that the main retail function is not undermined by a concentration of non A1 uses and that an over-concentration of uses such as hot-food takeaways does not occur.

7.40 The principle of encouraging a diversity of uses in centres will ensure that they remain vibrant and successful into the future. More detail on the application of these policies is contained in the Shopping and Local Centres SPD.

Policy TP24 Promotion of diversity of uses within centres

A diverse range of facilities and uses will be encouraged and supported in centres within the hierarchy, set out in Policy TP21, consistent with the scale and function of the centre, to meet people’s day-to-day needs. This will include:

- Leisure uses.
- Offices.
- Restaurants, takeaways, pubs and bars.
- Community uses.
- Cultural facilities.
- Tourist-related uses (including hotels).
- Residential on upper floors where it provides good quality, well designed living environments.

As well as these uses it is also recognised that centres vary in terms of the mix of uses they contain and some have niche roles, for example the Balti Triangle in Sparkbrook. These niche roles will continue to be supported. Within this context it remains important to ensure that centres maintain their predominantly retail function and provide shops (Class A1 uses) to meet day to day needs. Primary Shopping Areas have been defined to help achieve this by protecting the retail function of centres. Within the Primary Shopping Areas:

- 55% of all ground floor units in the Sub-Regional and District Centres (including District Growth Points) should be retained in retail (Class A1) use.
- 50% of all ground floor units in the Local Centres should be retained in retail (Class A1) use.

Applications for change of use out of A1 will normally be refused if approval would reduce the proportion of units in A1 use to below these thresholds, unless exceptional circumstances can be demonstrated. In addition, within the Centre boundary of the Sub Regional, District (including Growth Points) and Local Centres, no more than 10% of units within the centre or within any frontage shall consist of hot-food takeaways.

Further detail on the application of this policy is contained in the Shopping and Local Centres SPD. The boundaries of the centres and the Primary Shopping Areas are defined within the SPD.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP24					✓	✓

Tourism and cultural facilities

Introduction

7.41 Birmingham is a top visitor destination attracting millions of people a year to experience the range of cultural, leisure and recreational activities. Tourism has an important economic role and Birmingham’s continued success as a destination for tourists will depend upon the City having a diverse mix of facilities that are attractive to a range of audiences.

Why we have taken this approach

7.42 Tourism is an important contributor to the City’s economy, which has grown significantly since the late 1980s. Birmingham already plays host to many cultural and music events and the City’s rich heritage plays a major role in attracting visitors, as do its business tourism venues. Birmingham ranks highly as a venue for international and national sporting competitions and there is potential for further facilities to be developed.

7.43 This will not only bring economic benefits but will also improve accessibility to culture and leisure pursuits for residents of the City.

7.44 The City has a wide range of assets including the NEC, Genting Arena, Alexander Stadium, Balti Triangle, Aston Hall, Barclaycard Arena and ICC and Symphony Hall which are key venues for business visitors and leisure tourism. While the City has enabled growth in provision of new facilities the City also benefits from a strong industrial heritage which includes the Jewellery Quarter, Cadbury World and the canal network and other attractions such as Sutton Park, the Botanical Gardens, Think Tank - Birmingham Science Museum, the Barber Institute and the Birmingham Museum and Art Gallery.

7.45 The wide variety of attractions and events means that Birmingham has a diverse offer and this will continue to play an important role in the City’s overall national and international standing.

Policy TP25 Tourism and cultural facilities

Proposals which reinforce and promote Birmingham’s role as a centre for tourism, culture and events and as a key destination for business tourism will be supported.

This will include supporting the City’s existing tourist and cultural facilities and enabling new or expanded provision where it contributes to the City’s continued success as a destination for visitors. This provision will not just be focused on major sporting, business tourism and visitor attractions but also on protecting and promoting the City’s strong industrial heritage and the smaller scale venues and attractions that are an important part of creating a diverse offer.

The provision of supporting facilities such as hotels will be important and proposals for well designed and accessible accommodation will be supported.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP25	✓	✓			✓	✓



Symphony Hall and the International Convention Centre

Local employment

Introduction

7.46 One of the key challenges the City faces in the future is ensuring significant jobs are created and that new employment opportunities are accessible to the local population. This will help address Birmingham's high levels of unemployment and worklessness.

Why we have taken this approach

7.47 Approximately one third of Birmingham's working population is economically inactive, with high levels of inactivity prevalent in inner City areas and some edge-of-city estates. This distribution closely follows the pattern of deprivation across the City.

7.48 New development provides an opportunity to address this issue, particularly where it is located within or close to areas of high unemployment. In recent years the City Council has, on a number of occasions, worked successfully with developers to maximise opportunities for local people to find employment - examples include the redevelopment of the Bullring and a number of foodstore schemes.

7.49 This policy aims to ensure that wherever it is reasonable to do so, new employment-generating development provides opportunities for local people to gain access to work.

Policy TP26 Local employment

The City Council will seek to work closely with developers to identify and promote job training opportunities for local people, and encourage the use of the local supply chain to meet the needs of new developments.

In order to ensure that the benefits of new development wherever possible are targeted at local people, developers will be encouraged to sign up to targets for the recruitment and training of local people during the construction phase of development, and where appropriate for the end use.

Developers will also be encouraged to sign up to targets to use the local supply chain where appropriate.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP26				✓	✓	



Local employment opportunities





Thematic
policies

8

Homes and
neighbourhoods

Homes and neighbourhoods

8.1 The provision of a sufficient quality and quantity of housing to meet the City's growing population is a central part of the strategy of the BDP. The type and condition of homes, together with the quality of the immediate surroundings, is one of the most important factors affecting quality of life.

8.2 The following policies contribute to the strategy for urban regeneration and economic revitalisation by ensuring that Birmingham's residents can live in comfortable and affordable homes in sustainable and successful neighbourhoods. The approach will need to ensure that there is sufficient land available to enable a variety of good quality housing to meet a wide range of needs, and that the City is increasingly attractive as a place to invest and live.

Sustainable neighbourhoods

Introduction

8.3 At the heart of the City's growth agenda is the concept of sustainable neighbourhoods ensuring that future housing, within and outside the growth areas, is delivered in the most sustainable way contributing to creating a strong sense of place, high standards of design and environmental sustainability, climate proofing and supported by high quality infrastructure and facilities.

Why we have taken this approach

8.4 The City is experiencing a period of rapid population growth, which leads to a requirement for many new homes and jobs. At the same time Birmingham has set itself a demanding target in terms of reducing its carbon emissions and needs to deliver development with high sustainability credentials.

Policy TP27 Sustainable neighbourhoods

New housing in Birmingham is expected to contribute to making sustainable places, whether it is a small infill site or the creation of a new residential neighbourhood. All new residential development will need to demonstrate that it is meeting the requirements of creating sustainable neighbourhoods. Sustainable neighbourhoods are characterised by:

- A wide choice of housing sizes, types and tenures to ensure balanced communities catering for all incomes and ages.
- Access to facilities such as shops, schools, leisure and work opportunities within easy reach.
- Convenient options to travel by foot, bicycle and public transport (see Policies TP39-TP41) with reduced dependency on cars and options for remote working supported by fast digital access.
- A strong sense of place with high design quality so that people identify with, and feel pride in, their neighbourhood.
- Environmental sustainability and climate proofing through measures that save energy, water and non-renewable resources and the use of green and blue infrastructure.
- Attractive, safe and multifunctional public spaces such as squares, parks and other green spaces for social activities, recreation and wildlife.
- Effective long-term management of buildings, public spaces, waste facilities and other infrastructure, with opportunities for community stewardship where appropriate.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP27	✓	✓	✓	✓	✓	✓

8.5 All new residential development will need to demonstrate that it is meeting the requirements of Policy T27, thus ensuring that it contributes toward meeting the broader objectives of the BDP.

8.6 The principle underpinning the policy is that not only should new

development be as 'sustainable' as possible, but it should also wherever possible contribute to the increased sustainability of what already exists, for example through reducing travel needs, extending CHP and the use of renewable energy.

The location of new housing

Introduction

8.7 Housing is the predominant land use within Birmingham and new housing will be appropriate in many locations across the City.

Why we have taken this approach

8.8 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.

8.9 Although every effort has been taken to make the Strategic Housing Land Availability Assessment (SHLAA) 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 same principles will be followed in assessing planning applications for new housing development.

8.10 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 80% of new homes provided in the city over the plan period will be built on previously developed land. As set out in Section 3 it has been necessary, in order to meet the needs of Birmingham’s growing population, to identify some land other than brownfield for housing development.

Policy TP28 The location of new housing

New residential development should:

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

* As defined in the Strategic Flood Risk Assessment.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP28					✓	✓

The housing trajectory

Introduction

8.11 Over the period 2011-2031 51,100 homes are planned to be delivered. This reflects the current capacity and land allocations available within Birmingham’s administrative area. It is however, insufficient to meet objectively assessed need and additional provision will be required beyond the City’s boundary. This reflects the growth agenda and the desire to accommodate as much of the City’s projected housing growth as possible within the City’s boundary.

8.12 The trajectory takes account of the anticipated capacity of the urban area to accommodate additional housing; evidenced by the SHLAA, and the technical work to assess the deliverable capacity on land removed from the Green Belt to the north-east of the City.

Why we have taken this approach

8.13 The City Council’s aim is to increase the level of housing provision as quickly as possible as the country emerges from the difficult economic climate which

prevailed at the beginning of the plan period. This has had a major impact on the house building industry with significant reductions in both housing starts and completions. In the short term it is unlikely that there will be a return to the levels of building experienced pre-2008 and this, together with a significantly increased house building target, will require a stepped approach if the trajectory is to be delivered. Whilst the trajectory sets out annual provision rates, they are not ceilings. Housing provision over and above that set out in the trajectory will be encouraged and facilitated wherever possible.

8.14 Housing completions reached a low point between 2010/2011 and 2012/2013. The City Council will seek to stimulate house building in the short term, and a range of measures will be set out in the Housing Growth Plan. In the medium term the trajectory increases in line with anticipated improvements to market conditions and delivery on the sustainable urban extension taking place. In the longer term it is assumed that there will be stronger market growth in the City Centre and other growth areas making a significant contribution to housing provision.

Policy TP29 The housing trajectory

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

- 1,650 dwellings per annum (2011/2012 - 2014/2015).
- 2,500 dwellings per annum (2015/2016 - 2017/2018).
- 2,850 dwellings per annum (2018/2019 - 2030/2031).

Implementation

	Local/National Funding	Partnerships	CPO	CIL/Section 106	Planning Management	Other Local Plan/SPD/Regeneration Framework
Policy TP29	✓	✓	✓		✓	

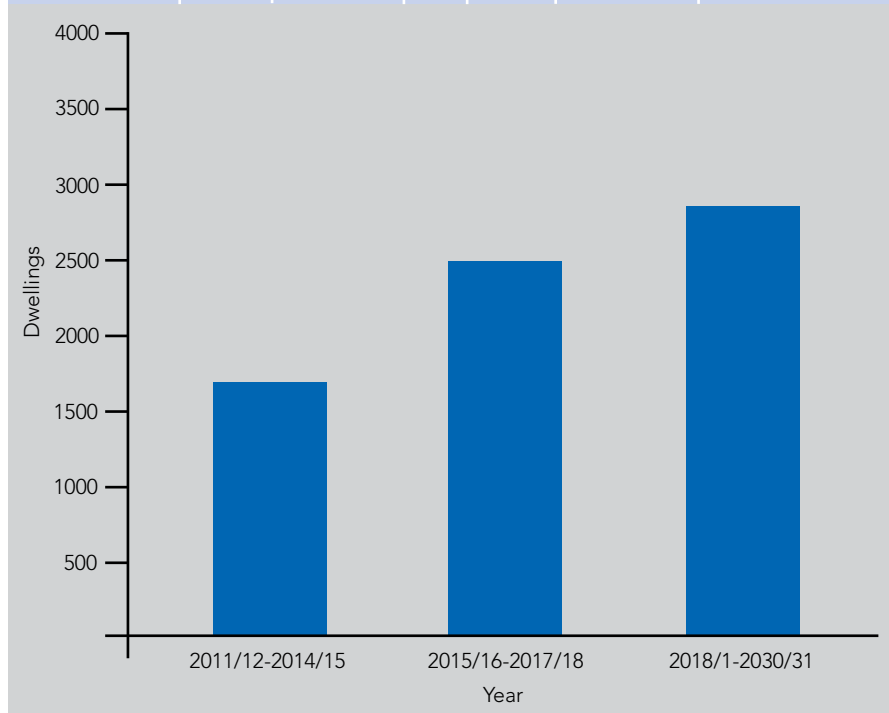


Figure 1 Housing trajectory

The type, size and density of new housing

Introduction

8.15 Over the Plan period a significant increase in the delivery of new housing will be required to meet the needs of the City's growing population. In bringing forward new housing schemes the type, size and density of residential developments will be just as important as the overall numbers that are delivered.

Why we have taken this approach

8.16 New housing provision in Birmingham should be made in the context of creating sustainable communities, which contain a mix of dwelling types, sizes and tenures together with the local facilities that make a neighbourhood successful. The amount of new housing provided over the plan period will be relatively small compared to the level of the existing dwelling stock. It is important that new

housing is provided across all sectors of the housing market and that it meets the needs of a wide variety of households. New housing should add to the choice of accommodation available to people, whatever their circumstances. It should therefore be a mix of both market and affordable housing, and should consist of a mixture of tenures and prices, sizes and types. It should cater for specific needs, such as a wider choice of housing options for people whose current home is no longer suitable for their needs.

8.17 The City Council has undertaken a Strategic Housing Market Assessment (SHMA) and will review this periodically during the life of the BDP. The table on page 113 sets out the current proportion of housing by tenure and Policy TP31 on Affordable Housing should be cross referenced when considering the overall mix of dwellings.

8.18 In ensuring an appropriate mix of housing is provided it is also important that the most efficient use of the land is made. Land is a scarce resource so it is important that it is used efficiently when new residential schemes are proposed. As such, the density at which development occurs should be maximised subject to the density being appropriate to the character of the area. Appropriate densities will vary across the City, with higher densities in the City Centre to lower density housing in the suburbs. Higher densities should be accompanied by high quality design and ensuring the impact on its surroundings is fully considered.

8.19 The spacious nature and low density of some of the City's mature suburbs has led to development pressure for the intensification of existing housing areas through redevelopment at higher densities and the development of infill plots and backland areas. This can have a significant impact on local distinctiveness by the erosion of

Policy TP30 The type, size and density of new housing

Proposals for new housing should seek to deliver a range of dwellings to meet local needs and support the creation of mixed, balanced and sustainable neighbourhoods. Account will need to be taken of the:

- Strategic Housing Market Assessment (or any subsequent revision).
- Detailed Local Housing Market Assessments (where applicable).
- Current and future demographic profiles.
- Locality and ability of the site to accommodate a mix of housing.
- Market signals and local housing market trends.

New housing should be provided at a target density responding to the site, its context and the housing need with densities of at least:

- 100 dwellings per ha within the City Centre.
- 50 dwellings per ha in areas well served by public transport.
- 40 dwellings per ha 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, 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.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP30		✓	✓			

the unique character that makes these places special, particularly if the principles of good design are not taken into account. It is essential therefore if development takes place in these areas, that it is appropriate in all respects and that it makes a positive contribution to the environment and community within which it is located.

8.20 The private rented sector, where multiple units are developed and held in single ownership for long term rental, is supported by the City Council as making an important contribution to the supply of housing in the city, and meeting the needs of a mobile workforce, young professionals, households who have deferred house purchase or those who prefer to rent as a lifestyle choice. The City Council recognise the different characteristics of such developments (typically funded by large institutions or investors), including the lifetime development economics, which look to longer term returns rather than short term 'market' gains (compared to more traditional open market schemes), and will have regard to its particular characteristics during the decision making process when assessing the acceptability and viability of schemes.

Affordable housing

Introduction

8.21 The City Council is committed to providing high quality affordable housing for people who are unable to access or afford market housing. This is an important commitment to ensure that a choice of housing is available to all in mixed income and mixed tenure sustainable communities.

Policy TP31 Affordable housing

The City Council will seek 35% affordable homes as a developer contribution on residential developments of 15 dwellings or more.

The level of developer subsidy will be established taking account of the above percentage and the types and sizes of dwellings proposed. The City Council may seek to negotiate with the developer in order to revise the mix of affordable dwellings (for instance to secure additional larger dwellings) or to adjust the level of subsidy on individual dwellings (a higher subsidy may be required in high value areas). Where such negotiations impact on the number of affordable dwellings secured the level of developer subsidy should be unchanged.

There will be a strong presumption in favour of the affordable homes being fully integrated within the proposed development. However the City Council may consider off site provision, for instance to enable other policy objectives to be met, subject to an equivalent level of developer contribution being provided. Off site provision could be either by way of the developer directly providing affordable dwellings on an alternative site, or by making a financial contribution which would enable provision either through new build on an alternative site, by bringing vacant affordable dwellings back into use or through the conversion of existing affordable dwellings to enable them to better meet priority needs.

In addition to general needs housing, development proposals for housing of a specialist nature within the C3 use class, such as housing for the elderly including extra care, supported housing and age restricted housing, will be expected to deliver affordable housing in accordance with this policy in order to assist in meeting the affordable housing needs of all members of the community.

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

Where the applicant considers that a development proposal cannot provide affordable housing in accordance with the percentages set out above, for example due to abnormal costs or changing economic conditions, the viability of the proposal will be assessed using a viability assessment tool as specified by the City Council. The use of a standard assessment tool* will ensure that viability is assessed in a transparent and consistent way.

continued...

The level of provision will only be revised where viability has been assessed using the specified tool. The different characteristics of developments which look to longer term returns rather than short term 'market' gains, such as multiple units of private rented sector housing in a single ownership intended for long term rental, will be taken into account when assessing viability. Costs associated with assessing the viability of a proposal shall be borne by the applicant.

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

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP31				✓	✓	

Tenure	One bed	Two bed	Three bed	Four bed	Total
Market	8.1	14.9	17.3	21.9	62.2
Shared ownership	1.1	1.2	2.2	0.3	4.8
Affordable rent	3.7	11.6	5.3	0.9	21.6
Social rent/ requires subsidy*	1.7	3.0	1.6	5.0	11.4
Total	14.6	30.8	26.3	28.1	100

* Can be provided in either the social or private sector.
Note: Figures may not sum due to rounding.

Figure 2 Tenure of housing required (as a percentage)



New affordable housing

Why we have taken this approach

8.22 The most recent City wide SHMA, published in 2012, found that about 38% of the City's overall housing requirement is for affordable housing. The City Council will continue to seek to deliver the levels of affordable housing as set out below and so help meet the needs of the City's growing population. Figure 2 below shows the split by tenure of affordable and market housing required for the City as a percentage.

8.23 The City Council will seek to achieve this challenging target by making the best use of the finance available including public subsidy, by directly building new council housing and by exploring all partnership opportunities to increase supply. Affordable housing provided through developer contributions will continue to play an important role in meeting the City's affordable housing needs.

8.24 Whenever practicable within mixed tenure developments, the affordable dwellings should be located in clusters to enable effective management of them.

Housing regeneration

Introduction

8.25 The quality of residential neighbourhoods and the housing stock within them is an important factor affecting the quality of life. The City Council will work to improve the quality of existing residential neighbourhoods through a programme of regeneration. Some regeneration areas have already been identified whilst others will be brought forward during the plan period.

Why we have taken this approach

8.26 The City has a long tradition of supporting regeneration and the renewal of existing housing estates to deliver an improved environmental quality and housing offer. A large proportion of the City's housing offer is contained within existing large residential estates. Some of these areas do not provide the quality of accommodation or environment that ensures a high quality of life for residents. 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:

- The Lyndhurst Estate, Erdington - Redevelopment to provide up to 300 new homes, enhanced community facilities and public open space along with improvements to the existing tower blocks.
- The Bromford Estate - Improvement of the housing stock, the environment and local amenities including the provision of enhanced community facilities. The future of land to the east of the estate, where clearance of housing has taken place, will be reviewed with consideration being given to alternative uses where sites are not suited for residential redevelopment.

Policy TP32 Housing regeneration

The regeneration and renewal 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 Lyndhurst Estate.
- The Bromford Estate.
- Newtown.
- Druids Heath and Maypole.
- Kings Norton Three Estates.
- The Meadway.

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.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP32	✓	✓	✓	✓	✓	✓

- Newtown - the regeneration of the Newtown Estate has already seen 287 new houses built, alongside the rebuilding of Holte, Mayfield and Lozells Schools, a new youth centre (the Lighthouse), redevelopment of the Crocodile Works (168 homes) and completion of the Pannel Croft Extra Care Scheme (180 units). Further phases of the ongoing transformation of Newtown, which will focus primarily on selective demolition, refurbishment and enhancement of community facilities, is expected to create approximately 115 additional new houses.
 - Druids Heath and Maypole - The Druids Heath Estate will be the focus of selective redevelopment and renewal to create a new neighbourhood, and deliver long-term social, economic and environmental improvements including over 500 homes.
 - Kings Norton 3 Estates - Major redevelopment to create a sustainable neighbourhood and deliver long-term social, economic, physical and environmental improvements in accordance with the adopted Kings Norton Planning Framework. Around 500 homes will be provided.
 - The Meadway - A new sustainable neighbourhood will be created at the Meadway.
- 8.27** 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.

Student accommodation

Introduction

8.28 Birmingham has five universities attended by around 72,000 students. These universities are important assets for the City. The City Council’s vision for the future is for the City’s universities to flourish and grow and for their strong academic and research base to stimulate growth in both the current and emerging business sectors.

8.29 Student accommodation plays a major role in the student experience at a university. Well designed and managed accommodation in the right location provides not only a place to live but also a place to study and relax in a safe and secure environment.

Why we have taken this approach

8.30 In addition to the City’s universities, Birmingham has six large further education colleges for students over 16 years of age who have left school and wish to continue their education towards academic and vocational education qualifications.

8.31 The universities/colleges and their students bring many positive benefits to the City. They enhance its reputation as a dynamic and vibrant location, they create a critical mass for the delivery of goods, services and events, they boost the local economy, they provide local businesses with skilled workers and seasonal part time workers, and they can aid regeneration and investment.

8.32 The City Council wishes to ensure that there is a sufficient supply of good quality accommodation which meets the needs of all members of the student community which is provided in a suitable and sustainable location, is well designed and provides a high quality living experience in attractive buildings which enhance the local area.

8.33 Student households are in Government household projections and as such are included in the City’s housing requirement. In accordance with national guidance, when this accommodation is provided as self contained studio apartments or clusters, it counts towards meeting the City’s

housing requirement. Where they are provided in the form of traditional halls of residence they do not. The City Council will continue to monitor the development of purpose built student accommodation and its contribution to meeting the City’s housing requirement.

Policy TP33 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:

- There is a demonstrated need for the development.
- The proposed development is very well located in relation to the educational establishment that it is to serve and to the local facilities which will serve it, by means of walking, cycling and public transport.
- The proposed development will not have an unacceptable impact on the local neighbourhood and residential amenity.
- The scale, massing and architecture of the development is appropriate for the location.
- The design and layout of the accommodation together with the associated facilities provided will create a safe, secure and welcoming living environment.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP33		✓			✓	✓



BCU Campus Eastside Page 153 of 328

Provision for Gypsies, Travellers and Travelling Showpeople

Introduction

8.34 Gypsies, Travellers and Travelling Showpeople have distinct accommodation needs. The lack of good quality sites impacts on the health and education of these communities. The City Council will seek to meet identified need on suitable sites in sustainable locations and maintain a 5 year supply of deliverable pitches/plots.

Why we have taken this approach

8.35 The Gypsy and Traveller Accommodation Assessment (2014) identified a need for an additional 8 permanent pitches in Birmingham by 2031. The GTAA also identified a need for 10-15 transit pitches and recommended that 5 stopping places be provided.

8.36 There is currently one site for Travelling Showpeople in the City. This has sufficient spare capacity to accommodate additional needs up to 2031.

8.37 The City Council will identify sufficient sites to address identified need in accordance with relevant national planning guidance, currently the PPTS. In particular a 5 year supply of specific deliverable sites will be maintained. 2 sites at Hubert Street/Aston Brook Street East and Rupert Street/Proctor Street have been identified and are shown on the Policies Map. These sites are of sufficient size to provide a 5 year supply and may, subject to good design, also be sufficient to meet identified needs for years 6 to 10.

8.38 The City Council will review the level of need periodically during the plan period. The broad location of search for additional sites required beyond the first five years, either to meet additional needs or to help meet current needs, will be the South Western part of the city's urban area. The criteria set out in the policy will be used to assess the suitability of potential sites and to determine planning applications. When sites have been identified in line with national policy, planning permission will not be granted for sites in the green belt.

Policy TP34 Provision for Gypsies, Travellers and Travelling Showpeople

The following sites are allocated to provide for accommodation for gypsies and travellers:

- Hubert Street/Aston Brook Street East.
- Rupert Street/Proctor Street.

Other proposals for accommodation for Gypsies, 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.
- 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 capable of being served by services such as mains water, sewerage and power and waste disposal.
- There is no conflict with other relevant 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.

Implementation

	Local/National Funding	Partnerships	CPO	CIL/Section 106	Planning Management	Other Local Plan/SPD/Regeneration Framework
Policy TP34	✓					

The existing housing stock

Introduction

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

Why we have taken this approach

8.40 In view of the size of Birmingham's new housing requirement over the plan period, it is important to make the best possible use of the existing housing stock.

8.41 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.

8.42 The City Council will seek to prevent the loss of 'decent' housing to other uses, to maximise use of the existing stock by reducing vacancies and to improve the existing stock where it has fallen into a sub standard condition or where it has the potential to become sub standard.

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

Policy TP35 The existing housing stock

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

- Develop and implement initiatives which will improve the condition of both the older private sector stock and the City Council's own dwellings. Many of these initiatives involve the City Council working with public and private sector partners.
- Prevent the loss to other uses (through conversion or redevelopment) of housing which is in good condition, or could be restored to good condition at reasonable cost. Such loss of residential accommodation will only be permitted if there are good planning justifications or an identified social need for the proposed use.
- Bring vacant residential properties back into use. Whilst vacancies are highest in the private sector, the City Council will seek, through implementation of its Empty Homes Strategy, to encourage the physical improvement and occupation of vacant homes of all tenures 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 other planning policies.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP35	✓	✓	✓			



Existing housing Page 155 of 328

Education

Introduction

8.44 Education has a central role in the successful delivery of the growth agenda and a prosperous City. The provision of high quality facilities to create a learning environment will be as important as the overall level of education provision.

Why we have taken this approach

8.45 Ensuring that children and adults have the opportunity to discover and develop their talents through learning is a key objective of the City Council and other organisations involved in education provision. As the City's population grows the demands placed on the education and skills

sector will increase. The planning system can support education by ensuring that sufficient land is available to accommodate the future growth in provision. Similarly successful schools are an important component of successful residential neighbourhoods.

8.46 Birmingham has seen a substantial increase in the number of births since 2001 and projections by the ONS suggest that this increase will continue. In response to this by 2013 more than 11,000 additional primary school places have already been provided in Birmingham. Current forecasts suggest that in 10 years time approximately 20,000 additional school places will be required at primary and secondary levels. This growth is not uniform across the City with some areas experiencing growth beyond existing provision while others have a surplus in capacity.

8.47 The Council's response to meeting this challenge is set out in the Education Infrastructure Plan.

8.48 It is recognised that any major housing development such as the Langley Sustainable Urban Extension and the Greater Icknield proposal will generate the need for additional early years education provision and school places and these will be planned as an integral component of the new developments.

8.49 In addition to schools, the various Universities in Birmingham also have plans for growth. The University of Birmingham for example, has emerging plans for its Edgbaston Campus and other Universities such as Birmingham City and Aston are implementing their own plans for expansion and/or relocation.

Policy TP36 Education

The development and expansion of the City's Universities (Aston University, The University of Birmingham, The Birmingham City University, Newman University and University College Birmingham) and the City's Higher and Further Education Colleges will be supported. Links between the Universities and other research and development establishments will also be promoted.

As the City's population grows there will also be a need for additional Primary, Secondary and Special Needs school and college provision. Proposals for the upgrading and expansion of existing schools and development of new schools in locations where additional provision is required will be supported subject to the criteria below. The City Council may use its Compulsory Purchase powers to facilitate the development of new schools where this is necessary.

Proposals for new education facilities should:

- Have safe access by cycle and walking as well as by car and incorporate a school travel plan.
- Have safe drop-off and pick-up provision.
- Provide outdoor facilities for sport and recreation.
- Avoid conflict with adjoining uses.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP36	✓	✓	✓	✓	✓	✓



Matthew Boulton College

Health

Introduction

8.50 Birmingham is a City that sets the health and well-being of its residents, and in particular the vulnerable, as a high priority. Planning can play a key role in providing access to a healthier environment by ensuring both high quality development and protection, enhancement and increased accessibility to open spaces. It can also assist in the potential for new or improved health facilities.

Why we have taken this approach

8.51 Poor health can be inextricably linked to a number of factors including environmental, social, and cultural factors and high levels of deprivation. As an example, poor housing standards are well known to contribute to respiratory diseases, as are cold homes. Poor access to green space, walking and cycling opportunities and fear of crime contribute significantly to our obesogenic environment. Homelessness can lead to extremely poor health outcomes, often catalysed by poor employment opportunities, overcrowding, and a lack of access to affordable homes and a mixture of suitable tenures.

8.52 Although planning is not the solution alone - it is an integral part of it. The provision of an environment that allows people to participate in physical activity such as walking and cycling is of paramount importance to a City as large and diverse as Birmingham. Active travel that encourages access to local employment can have real positive public health outcomes. Planning can also contribute to closing the gaps in life expectancy, health inequality and health inequity, with the provision of affordable homes and developments that encourage healthy lifestyle choices for example.

8.53 Planning for health is not just about public health. It is also important for planning departments to engage with CCGs and NHS area teams, to promote relationship that enable existing health facilities and services to be mapped early on in the planning stage of any developments. This will assist both parties in understanding existing and new health service provision early on in the planning process, and how to best facilitate this.

8.54 Most importantly, the City Council has a duty to work in partnership to deliver the priorities outlined in the Health and Wellbeing Strategy, and the Public Health Outcomes Framework.

Policy TP37 Health

The City Council is committed to reducing health inequalities, increasing life expectancy and improving quality of life by:

- Helping to tackle obesity and encourage physical activity through the provision of open space and playing fields (Policy TP9) and sports facilities (Policy TP11) accessible to all, creating and enhancing environments conducive to cycling and walking (Policy TP39 and TP40) such as the canal network, and supporting the network of local centres (Policy TP21).
- Seeking to improve air quality and reduce noise within the City.
- Providing good quality and well designed housing (Policy TP27 and TP30) and improving the existing housing stock (Policy TP35).
- Promoting health care facilities especially within centres.
- Promoting safe residential environments and addressing the fear of crime.
- Improving road safety (Policy TP39 and Policy TP44).
- Addressing climate change issues.
- Making provision for open space and allotments (policy TP9).

Proposals for the development of new and the improvement of existing health care infrastructure required to support Birmingham’s growing population will be permitted provided they meet the requirements of other policies.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP37	✓	✓	✓	✓	✓	✓



Birmingham New Street Station



Thematic
policies

9

Connectivity

Connectivity

9.1 High quality connections by road, rail, bus, walking, cycling 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.

9.2 Transport is an enabler for economic growth and for the City to successfully deliver its sustainable growth agenda it 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 commuter towns and surrounding areas, to the rest of the country and internationally in order to attract investment and support access to jobs.

A sustainable transport network

Introduction

9.3 An efficient, comprehensive and sustainable transport system is an essential element in supporting the City’s economic competitiveness, meeting the targets for reducing CO2 emissions and enabling the delivery of sustainable development. Promoting sustainable transport modes will help re-balance the focus to those modes that have lower emissions and contribute to creating a higher quality environment across the City.

Why we have taken this approach

9.4 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

Policy TP38 A sustainable transport network

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 supported.

The delivery of a sustainable transport network will require:

- Improved choice by developing and improving public transport, cycling and walking networks.
- The facilitation of modes of transport that reduce carbon emissions and improve air quality.
- Improvements and development of road, rail and water freight routes to support the sustainable and efficient movement of goods.
- Reduction in the negative impact of road traffic, for example, congestion and road accidents.
- Working with partners to support and promote sustainable modes and low emission travel choices.
- Ensuring that land use planning decisions support and promote sustainable travel.
- 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.
- In some circumstances, the re-allocation of existing roadspace to more sustainable transport modes.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP38	✓	✓	✓	✓	✓	✓

the most sustainable and safest way. Achieving this will require a road user hierarchy that favours sustainable modes of transport. 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 routes.

9.5 The City Council is developing the Birmingham Mobility Action Plan (BMAP) and will work with public and private sector partners to develop the City’s transport system in a way which supports national goals for transport and local targets for reducing emissions of pollutants (including greenhouse gases), supports sustainable housing and community growth and addresses the changing needs of the City’s communities.

In particular, the City Council will seek to ensure that transport initiatives promote:

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

9.6 The West Midlands Local Transport Plan (2011 to 2026) contains various targets for improving transport and reducing its impacts. The Local Transport Plan also contains accessibility targets for access to key services by public transport and active travel. Centro's 'Towards a World Class Integrated Transport Network' document sets out a high level vision for achieving a world class public transport system. The BDP supports and complements the approach set out in these documents.

9.7 Transport has a range of impacts on the environment. It is a major source of CO₂ (accounting for 25% 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 transport capacity against other uses.

9.8 Opportunities to minimise these impacts 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 a good justification as to why this is not possible.

9.9 The Smarter Choices initiative, which provides a range of 'soft' transport policy measures aimed at providing and promoting a package of initiatives for influencing people's behaviour towards more sustainable modes will be important in changing attitudes and approaches to travel. Smarter Choice measures can be introduced through the planning process and developed to address transport impacts arising from new developments through a range of measures including:

- Encouraging behavioural changes through the TravelWise campaign and Travel Planning (via a range of work place, school, 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.
- Requiring Travel plans in line with the relevant national guidance.

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



Walking

Introduction

9.11 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.

Why we have taken this approach

9.12 The Transport Strategy for Birmingham 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.

9.13 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.

9.14 The Department for Transport’s Creating Growth, Cutting Carbon document endorses the promotion of walking as an efficient, environmentally friendly and healthy option for making shorter journeys. Increased walking is promoted through ‘Smarter Choices’ measures which aim to promote more sustainable alternatives to single occupancy car use.

9.15 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. This network will be explored further in a detailed public realm strategy for the City Centre.

Policy TP39 Walking

The provision of safe and pleasant walking environments throughout Birmingham will be promoted. In particular this will include:

- Building 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 ensuring that in centres and residential areas, the public realm environment reflects this priority.
- Ensuring new development incorporates 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.
- 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.
- Providing pedestrian crossing facilities where appropriate and ensuring footway surfaces are well maintained.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP39	✓	✓		✓	✓	✓

Cycling

Introduction

9.16 Cycling contributes towards reducing carbon emissions and improving air quality. As a form of active travel it can assist with the adoption of healthier lifestyles and managing the use of the City's transport network more efficiently.

9.17 Cycling has the potential to significantly contribute to the sustainable movement of people around Birmingham and as a mode of travel it can replace many car trips.

Why we have taken this approach

9.18 Cycling is increasingly seen as an essential component of successful 21st century cities moving towards sustainability 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. Cycling is still at a low level in Birmingham, comprising only 1-2% of total trips.

9.19 Birmingham has some good cycling infrastructure, but this is characterised by a number of 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.

9.20 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 will focus 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.

9.21 Infrastructure improvements will be supported by cycle training provision, access to bikes, promotional activities and travel behaviour initiatives.

Policy TP40 Cycling

Cycling will be encouraged through a comprehensive city-wide programme of cycling infrastructure improvements (both routes and trip end facilities) supported by a programme of cycling promotion, accessible cycling opportunities, training and travel behavioural change initiatives. This will include:

- Development of 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.
- Further development and enhancement of an extensive off-road network of canal towpaths and green routes.
- Incorporating cycling into the 'Interconnect' on-street wayfinding totems currently being rolled out across the City Centre, and using improved direction signing.
- Improving cycle security with upgraded parking and trip end facilities within the City Centre, local centres and at railway stations.
- Increasing access to bicycles with cycle loan and hire opportunities.
- Providing enabling support to take up cycling through training and travel behaviour initiatives.
- Ensuring that new development incorporates appropriately designed facilities which will promote cycling as an attractive, convenient and safe travel method.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP40	✓	✓		✓	✓	✓



Public transport

Introduction

9.22 There is a continuing need to 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.

Why we have taken this approach

9.23 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 an option as possible. It is important that buses are easily accessible to and from, and able to penetrate residential and employment areas and offer a good choice of destinations to serve the needs of passengers.

9.24 Centro works with transport operators and the West Midlands metropolitan councils to promote and develop public transport throughout the West Midlands. Centro does not directly operate bus services, which are operated by a number of private operators on a commercial basis. However, Centro does provide subsidy support for non-profitable, but in-demand, services.

9.25 Coach travel is also important as a sustainable mode of travel with over 2 million visits made by the Group Travel Market to the City each year, and worth over £130 million to the local economy.

9.26 The City sits at the heart of the UK's railway network. Between 2001 and 2011 the number of passengers travelling into the City Centre by rail has increased by 60%. This has coincided with improved frequencies and journey times on the West Coast Main and Chiltern Lines together with investment in rolling stock. The City's suburban rail network is of only limited

Policy TP41 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.

The City Council will continue to work with Centro and bus operators to improve the bus network by:

- Supporting partnership measures to develop and improve the bus network including the City Centre Statutory Quality Bus Partnerships and Bus Network Reviews.
- Ensuring that road space is managed efficiently to support public transport through initiatives such as bus priority measures and infrastructure.
- Ensuring that adequate coach access is provided for as part of new developments where it is required.

Rail

Proposals to enhance the City's rail network will be supported, including:

- Reopening the Camp Hill and Sutton Park railway lines to passenger services.
- The delivery of the Camp Hill Chord scheme and the facilitation of services from the Camp Hill line and from Tamworth/Nuneaton to run into the new platforms at Moor Street station.
- The provision of new stations at Kings Heath, Hazelwell and Moseley on the Camp Hill route, Castle Vale, Walmley, Sutton Coldfield Town Centre and Sutton Park on the Sutton Park route and at the Fort and Castle Vale on the Tamworth route.
- Redevelopment of Snow Hill station and reinstatement of Platform 4.
- The expansion of park and ride sites including Kings Norton, Four Oaks and Lea Hall.

The Council will continue to protect land within the designated HS2 Safeguarding Area. The area covered by the most recently issued Safeguarding Direction, at the time of the adoption of this plan, is shown on the Policies Map. Further updated Safeguarding Directions, which would supersede the HS2 Safeguarding Area shown on the Policies Map, may be issued by the Secretary of State for Transport and will be available at: www.hs2.org.uk/developing-hs2/safeguarding

continued...

size and in need of further enhancement in order to meet the growing demand. HS2 provides further opportunities to enhance local and regional rail services by releasing network capacity.

9.27 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. £600

million of planned investment (Gateway Project) is transforming the station into a bright, modern transport hub for the City and will support greater visitor and commuter numbers.

9.28 However, the City's suburban rail network is of only limited size and in need of enhancement, particularly as levels of commuting are rising and journey lengths

Rapid Transit - Midland Metro and Bus Rapid Transit

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 will be supported. This will include cross-boundary routes, for example to the Black Country.

In particular support for:

- A new Metro station at All Saints.
- An extension of the Midland Metro Tram network from New St to Centenary Square and Five Ways Edgbaston.
- An extension of the Midland Metro Tram network to Eastside and the Curzon Street High Speed 2 station.
- Additional SPRINT/Rapid Transit routes with cross city centre links on a number of 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.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP41	✓	✓	✓	✓	✓	✓

increasing. 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 route (Kings Heath, Hazelwell, Moseley).
- Water Orton Corridor (Fort and Castle Vale).
- Sutton Park Line (Castle Vale, Walmley, Sutton Coldfield Town Centre, Sutton Park).

The delivery of the Camp Hill Chord and Water Orton Corridor schemes are 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.

9.29 Centro manage a number of Park and Rides within the City that are linked to suburban rail stations. Currently these sites provide over 2200 parking spaces. These are supplemented by additional sites in the other West Midlands Districts which provide additional capacity and reduce the length of commuter car trips on Birmingham’s road network. There is potential to increase park and ride provision alongside proposals to increase the capacity of the suburban rail network. In some cases this may require decked car parking to be provided at suburban stations along with localised access improvements and controlled parking measures. In addition, pedestrian and cyclist accessibility may need improvement to enhance modal interchange including at Five Ways Station on the edge of the City Centre.

9.30 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 City Council’s Birmingham Connected transport strategy.

9.31 The City’s Metro line between Snow Hill station and Wolverhampton has been extended to New Street Station and Centenary Square, with a further extension proposed to Five Ways Edgbaston. To augment existing local bus and heavy rail services on certain key corridors, 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 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 SPRINT/bus rapid transit, with a range of corridors identified in the City Council’s Birmingham Connected transport strategy. Such services would be fast and reliable, operate with high quality vehicles and where practically possible have priority use of the highway network. Key routes include connecting the City Centre with the Airport (via A45), Bartley Green, Kingstanding, Longbridge, Maypole/Druids Heath, Quinton, Sutton Coldfield and Walsall. Movements will also be considered on the Outer Circle/Route 11 orbital along with cross boundary services. Interchange between modes will be strongly supported, with good access for pedestrians and cyclists forming key elements of all scheme proposals. The design of SPRINT/

bus rapid transit routes will be undertaken so as to not preclude future Metro operations.

9.32 The High Speed 2 (HS2) Safeguarding Zone is a designation put in place by the Government. Safeguarding means that, except where that type of application for planning permission is exempted, LPAs must consult HS2 Ltd on any application for planning permission, or undecided applications for planning permission, which fall within the safeguarded areas. HS2 Ltd must then respond to the consultation within 21 days, or by an agreed date. If HS2 Ltd objects to a planning application and the LPA are minded to approve it, they must first notify the Secretary of State for Transport. The Secretary of State can within 21 days then either notify the LPA that he/she has no objections to permission being granted, or issue a direction restricting the granting of planning permission for that application. The purpose of the designation is to ensure that proposed developments within the safeguarded area do not negatively affect the delivery of the nationally important HS2 proposals. The designation does not necessarily mean that all of the land within the safeguarding zone will be required for the construction of HS2.

Freight

Introduction

9.33 The efficient movement of freight is important to Birmingham's economy. Freight is a key component of traffic on the road network, with over 10% of traffic movements being either heavy or light goods vehicles, with light goods vehicles making up three quarters of total freight traffic.

Why we have taken this approach

9.34 All the items in the City's shops, factories and homes have been transported at some point. The continuing modernisation of the City's manufacturing base and the need to maintain its competitiveness mean that the efficient movement of goods to, from and within the City is vital.

Policy TP42 Freight

A well integrated freight distribution system which makes the most efficient and effective use of road, rail, air and water transport will be sought. Locations to support freight logistics will be required to demonstrate that:

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

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

Where freight movements result in negative environmental impacts, the Council will consider the use of restrictions on the size and type of vehicles and access restrictions at certain times to address this.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP42	✓	✓			✓	✓

9.35 Road haulage accounts for the bulk of freight movements within Birmingham and its levels are increasing. It is important to recognise the role of the Strategic Highway Network in providing access for freight movements and the need to provide the capacity necessary for efficient freight movements. A number of the Regional Transport Priorities will help to support this, for example, improvements to the Birmingham motorway network through Active Traffic Management. Within the City the needs of freight vehicles must be considered alongside other factors when considering the utilisation of road space and provision of new developments. In applying this policy the Council will also have regard to the West Midlands Metropolitan Freight Strategy and Centro's Urban Road Freight Network.

9.36 Proposals for the development of Freight/Construction Consolidation Centres which rationalise the number of deliveries to main shopping centres or areas of demand by managing and concentrating logistics and the flow of delivery vehicles are being considered.

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

9.38 Birmingham is also a major through route for rail freight. Support for rail freight

improvements in Birmingham will assist with resolving freight issues in the wider region and would help relieve rail traffic congestion through Birmingham.

9.39 In 2010 freight activity for Birmingham Airport was 22,172 tonnes. In the Government's Consultation Document - The Future Development of Air Transport in the United Kingdom: The Midlands, published in 2002 prior to the White Paper in 2003, future levels were forecast to be 200,000 tonnes per year by 2030. The majority of freight growth and activity from Birmingham Airport is carried in the 'belly-holds' of scheduled passenger services. Future growth of freight activity at Birmingham Airport will be largely dependent upon the runway extension which will be operational in 2014, at which point it is estimated the Airport could have the capabilities to handle approximately 800,000 tonnes of mostly long-haul belly hold freight.

9.40 The existing network of canals in Birmingham also offers some potential for freight transport.



Rail freight Page 167 of 328

Low emission vehicles

Introduction

9.41 As a result of a number of factors including the need to address CO2 emissions, Government subsidy to support their uptake and rising fuel costs, alternative fuel and low emission vehicles are becoming increasingly common. There is therefore a need for the City to ensure it supports this both in terms of local journeys but acknowledging the City's central location as a key national destination.

Why we have taken this approach

9.42 Road transport accounts for some 25% of the City's CO2 emissions and is also the primary source of a number of health affecting pollutants including Nitrogen Dioxide. The City Council has carried out an extensive review and assessment of air quality which showed that the recommended level of nitrogen dioxide continues to be exceeded in several locations.

9.43 Supporting the uptake of low emission vehicles supports efforts to decarbonise road transport and address local air quality issues and will act as a stimulus for the green economy.

Policy TP43 Low emission vehicles

Proposals for Low Emission Vehicles will be supported by:

- Ensuring that new developments include adequate provision for charging infrastructure e.g. electric vehicle charging points in car parks, measures to encourage LEV use through Travel plans and other such initiatives.
- Where appropriate the City Council facilitating the introduction of charging points in public places.
- Working with partners to explore how the use of other alternative low emission vehicle technologies can be supported e.g. hydrogen fuel cells across a range of modes e.g. private cars, buses and/or small passenger and fleet vehicles.
- Keeping under review the need to accommodate other infrastructure for other forms of LEV e.g. Hydrogen refuelling.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP43	✓	✓		✓	✓	



Traffic and congestion management

Introduction

9.44 Growth in car ownership and use is leading to increased congestion, poor air quality, community severance and more road traffic accidents. In order to facilitate a road transport network which operates as efficiently and sustainably as possible, measures to manage traffic and congestion are essential.

9.45 With the exception of the M6 (and small sections of the M6 Toll) the City Council's highway maintenance Private Finance Initiative (PFI) maintains almost two and half thousand kilometres of roads within Birmingham, which includes 96,000 street lights, 1,000 traffic signals and over 850 bridges, structures and tunnels. Managing and maintaining all these assets is included within the PFI project.

9.46 The City Council is responsible for the maintenance, management and selective improvement of these networks in order to maintain the movement of goods and people.

9.47 Working with the Highways Agency, transport operators and other agencies, the City Council will maintain a network which enhances the competitiveness of the region and improves accessibility within the region by providing journey time reliability, and supports the wider strategy, in particular regeneration and growth.

The Strategic Highway Network

9.48 Birmingham's Strategic Highway Network (SHN), is shown on the Policies Map. The roads which make up the SHN are those limited number of major routes where the wider public interest requires high capacity, a relatively free flow of traffic and limited frontage access. These are the roads that are critical in maintaining good accessibility within the City, be it directly to the City Centre or key areas within the City.

Policy TP44 Traffic and congestion management

The optimum use of existing highway infrastructure across all modes will be encouraged and priority investment in the highway network to support the city's sustainable transport network and development agenda will be promoted.

The efficient, effective and safe use of the existing transport network will be promoted through the following:

- Route Management Strategies on key routes which will aim to improve the routes for all users and improve network resilience.
- Targeted investments, including the provision of new connections, which reduce the negative impacts of road traffic, for example congestion, air pollution and road accidents.
- Managing travel demand through a range of measures including the availability and pricing of parking and ensuring effective and proportionate parking enforcement.
- To improve road safety the introduction of 20mph speed limits across the network, except on parts of the Strategic Highway Network where higher speed limits are acceptable.
- Urban Traffic Management and Control (UTMC) and Intelligent Transport Systems that provide an effective means of managing and providing information about the transport network in Birmingham and the West Midlands conurbation.
- Targeted construction of new accesses to provide access to development/redevelopment sites.
- Ensuring that the planning and location of new development supports the delivery of a sustainable transport network and development agenda.
- The prevention or refusal of development on transport grounds where the residual cumulative impacts of development are severe.
- A requirement for Transport Assessments/Statements and Travel Plans as necessary in line with the relevant national guidance.

Highway Improvement Lines

In order to deliver a number of the City's aspirational highway improvements the City Council will maintain a number of highway improvement lines. The purpose of a Highway Improvement Line (HIL) is to protect land required for highway and public transport schemes from other development(s). To avoid the unnecessary and costly sterilisation of land, HILs will only be maintained:

- a) On the SHN where improvement is proposed.
- b) When required for specific schemes not on the SHN but identified in a current programme.
- c) Exceptionally when it is appropriate for the proper planning of an area to introduce or maintain an HIL for a scheme even though it is not in a current programme.
- d) For the provision of appropriate public transport infrastructure and car parking facilities.

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Limited elements of the Strategic Highway Network will need upgrading to meet the requirements of the BDP and these are set out below. Elsewhere on the SHN only limited improvements are anticipated and will be delivered within available resources and other funding opportunities.

HILs will continue to be reviewed to ensure they reflect the transport priorities of the BDP. It is the City Council's intention to progressively lift past HILs as and when detailed SHN proposals are adopted. The following 'Key HIL Schemes' will be protected for transport improvements. Development(s) that would prejudice the proposed highway improvement will not be permitted:

1. Ring Road Improvements.
2. Hagley Road - Lordswood Road to Five Ways.
3. Dudley Road - Spring Hill to City Road.
4. Bristol Road - Selly Oak (Phase 1b, Selly Oak Triangle improvements).
5. Highgate Road - Ring Road to Stratford Road.
6. Alcester Road South - Hawkhurst Road to Warstock Road.
7. Gravelly Hill - Aston Expressway to Kingsbury Road (in relation to Green Belt expansion).
8. Station Road/Iron Lane - Stechford.
9. Six Ways - Erdington.
10. Stockfield Road and Yardley Road to the Swan Roundabout.
11. Sutton Coldfield Relief Road to support the adopted Sutton Coldfield Regeneration Framework SPD.
12. Bordesley Green - (Rapid Transit Route development).
13. Battery Way/Spring Road.
14. Lichfield Road - Aston Hall Road - related to Regional Investment Zone.

The location of these improvement lines within the City are shown on the Policies Map. In addition, there are a number of smaller-scale improvement lines which will continue to be protected. Details of these are held by the City Council and are available on request. Where appropriate the HILs have been cross referenced with the relevant projects within the Infrastructure Delivery Plan.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP44	✓		✓	✓		✓

9.49 On roads which are not part of the SHN (the vast majority of roads in Birmingham), the presumption is that local considerations should predominate in any decision regarding those roads. The road user hierarchy together with considerations including environmental impact, road user safety, pedestrian and cyclist needs, access control and the function of the road will be key factors in planning future development and highway design and determining planning applications. However, in applying the hierarchy it will be necessary to strike a balance between the needs of different road users and the function of different types of routes.

Why we have taken this approach

9.50 The City's Strategic Highway Network comprises of the M6 and A38(M) Aston Expressway, which connects road users directly to the City Centre (via the Tame Valley Viaduct and the best known motorway junction in the UK, Spaghetti Junction) and the A road primary route network which is generally characterized by key corridors radiating out from the City Centre. These link the City to the national motorway network via the M5, M6 and M42 (which form the Birmingham Motorway Box/Orbital) as well as the M6 Toll and M40. These roads will continue to be managed in ways which will ensure that their capacity is maintained or enhanced, and in order to achieve this, selective improvements will be promoted.

9.51 Roads form part of the urban landscape and help define areas of the City; the A4540 orbital 'Ring Road' forms an effective boundary to the City Centre and the radial routes provide areas prime for corridors of sustainable higher density development and links to many of the City's local centres.

9.52 A key challenge is that the highway transport network is under considerable pressure at peak times. Further, with competition

for street space so high and the need to provide significant improvements to other modes, reductions in traffic capacity are likely to be required in places, coupled with the redistribution of capacity where appropriate.

9.53 The City Council recognises that parking is an essential requirement for many developments, but the level of parking will need to be balanced against a desire to encourage sustainable transport patterns and reducing emissions and congestion. The City's Parking SPD provides information on appropriate levels for various land uses. These are set out as maximums and the cycle/motorcycle and disabled car parking standards are minimums. The City Council will take account of whether there are any circumstances, related either to the site or the operation of the development, which may support an alternative level of parking.

9.54 Measures to maximise the effectiveness of the Strategic Highway Network by combining existing corridor-based initiatives such as Red Routes, Bus Showcase, Urban Traffic Management Control (UTMC) and Quick Wins funds, can deliver smoother traffic operations, provide priority and roadspace reallocation for specific users (e.g. for pedestrians, cyclists and buses), parking management and enhanced on-street controls.

9.55 The City Council is considering 20 mph schemes for residential streets and other town and city streets with high pedestrian and cyclist movement. There is clear and growing evidence on the effect of reducing traffic speeds through 20 mph schemes on the reduction of collisions and casualties. Other important benefits of 20 mph schemes include quality of life and community benefits, and encouragement of healthier and more sustainable transport modes such as walking and cycling. The introduction of 20 mph schemes has accelerated recently across the UK.

9.56 UTMC and Intelligent Transport Systems (ITS) have an important role for traffic control in Birmingham. A major scheme bid was approved in September 2008 by the Department for Transport for the West Midlands Urban Traffic Control systems. This scheme will improve communication and coordination between the seven Metropolitan UTC centres together with the Police, Highways England and public transport operators. This will enable information to be shared more quickly and efficiently.

As part of the ITS development, the City Council will ensure that its Urban Traffic Management and Control system will improve on the efficient use of its existing road space and tackle road traffic congestion, particularly along major strategic corridors during peak hours.

9.57 This policy reflects the objectives and operation of the Traffic Management Act 2004 and the Council's duties as Highway Authority.



Accessibility standards for new development

Introduction

9.58 Accessibility levels in Birmingham are generally good and it is important that this is maintained and improved as new development comes forward to ensure it is delivered in the most sustainable way.

Why we have taken this approach

9.59 The most recent census information (2011) indicated that 35.8% of households in Birmingham do not own a car. The number of people without ready access to a car during much of the day is considerably higher than this. For example in Birmingham many teenagers are highly reliant on public transport. In addition, people who do drive and do have access to a car do not always want to use it. So, for a variety of reasons, it is important that Birmingham residents have good pedestrian access to every-day local facilities and good public transport access to a wider choice of employment, education and leisure opportunities.

9.60 As a guide, ideally all development of 10 dwellings or more should be within:

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

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

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

Centro’s accessibility standards can be found on Centro’s website: www.centro.org.uk/transport/bus/access-standards

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

Policy TP45 Accessibility standards for new development

All major developments which are likely to generate, either solely or in combination with other related developments, more than 500 person-trips per day should aim to provide:

- An appropriate level of public transport provision (in terms of frequency, journey time and ease) to main public transport interchanges at the most relevant times of day.
- Associated public transport stop(s), with shelters and seating, within 80m of the main focal point(s) for the location - this condition may be relaxed if the location is within an established local shopping centre. In circumstances where this standard is not achievable, accessibility to bus services should be in line with Centro’s accessibility standards.
- Real Time Information (RTI) as appropriate (e.g. in a reception area, at the main outbound public transport shelters).
- Good cycle access with a commensurate number of convenient cycle stands, with cycle shelters where stays are likely to be of longer duration.
- Good pedestrian access, with seating where relevant.

Proposals for residential development should demonstrate that they are accessible to a range of local services such as General Practitioners (GPs), Primary and Secondary Schools, local shops and open space.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP45						

Digital communications

Introduction

9.63 Digital technologies have been a major driving force in influencing and shaping industry and society in the last few years. Changes that are currently transforming our working, learning, leisure and community environments will need to be integrated into future developments.

Why we have taken this approach

9.64 In order for Birmingham to maintain its international competitiveness, sustain existing growth and attract new high value business, as well as to establish itself as a leading world-class Digital City, a 'connected' digital telecommunication infrastructure is needed. In addition, new developments will need to be

'future-proofed' with appropriate digital infrastructure that will meet both existing and future communication needs. It is essential that the City works with developers to ensure that the appropriate digital infrastructure is incorporated with new developments and other areas of regeneration.

9.65 These aspirations are set out in the document 'Birmingham's 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 ensure sustainable economic growth, reduce its carbon footprint and have a positive impact on people's lives.

9.66 With the emerging digital connectivity technologies, Birmingham has the opportunity to transform its street services, particularly in the areas of street lighting and off street public car parking. A Unified Street Services Network will provide the City Council with the ability to manage all its street devices in a centralized networked approach.

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

Policy TP46 Digital communications

Technology developments and access to digital services such as the internet are critical to Birmingham's economic, environmental and social development. Proposals for new commercial and residential developments should include appropriate infrastructure, wired and wireless, to provide high speed ubiquitous internet access.

Provision of such connections should take into account:

- The need for inclusive approaches to create open and competitive services that are accessible by all.
- Efficiency such that enabling infrastructure (e.g. ducting) is installed alongside and concurrent with utility connections with suppliers and providers being encouraged to create open infrastructures and share assets such as chambers, ducting and data networks.
- The need to provide for future flexibility to reflect increasing demands to provide connectivity and data traffic for a range of purposes.

The City Council recognises that this is an area where technological change is rapid and therefore standards will evolve and developers should seek to adopt the best current open technology standards available.

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

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

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

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP46				✓	Page ✓ 173 of 328	



10

Implementation

Implementation

10.1 The BDP sets out how the City will develop over the period to 2031, identifying where the homes, jobs, services and infrastructure will be delivered and the type of places and environments that will be created. Having set out a clear direction for how the City will develop, and the planning policies and proposals that will help achieve this, it will be important that there are tools in place to help implement these and ensure the successful delivery of the overall vision for Birmingham.

10.2 In implementing the policies and proposals within the BDP the private sector will have a key role to play in both the funding and delivery of development.

10.3 The City Council will equally have an important role to play and will make use of all appropriate mechanisms including:

- Use of Government grants, European funding and prudential borrowing.
- Working in partnership with other statutory delivery agencies (e.g. Centro, the Environment Agency, the Homes and Communities Agency, Sport England and the

Water Companies) to ensure that essential infrastructure is provided.

- Working in partnership with landowners/developers and other private sector organisations including Business Improvement Districts to secure deliverable development proposals and investment.
- Engaging with education providers and other organisations to support skills and training initiatives.
- Use of funding and incentives available through the Enterprise Zone initiative.

- Preparation of Local Development Orders (LDOs), AAPs, SPDs and other more detailed frameworks to provide context and support for site specific delivery.
- Application of the Development Management and other regulatory functions.
- Use of the Council's Compulsory Purchase powers to assist with site assembly.
- Use of Section 106 agreements to secure affordable housing and other benefits.
- Support for Neighbourhood Planning and other local initiatives.
- Use of tariff-based systems such as the Community Infrastructure Levy for infrastructure delivery, where appropriate and in line with current statutory regulations.
- Use of other funding sources such as the landfill tax, the aggregates levy, the lottery fund, development incentives and other initiatives as they arise.
- Pro-active use of the City Council's land holdings to assist delivery.
- Production of a Housing Delivery Growth Plan and Education Development Plan to set out detailed proposals and identify delivery mechanisms to support housing development and provision of school places.



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10.4 Each policy within the BDP is accompanied by a table providing a summary of the key mechanisms that will be used to support their implementation covering one or more from the list of aspects identified above. These key implementation mechanisms are summarised as follows:

- Local and national funding.
- The Community Infrastructure Levy and Planning Obligations.
- Partnership working.
- The City Council's Compulsory Purchase powers.
- Planning Management process.
- Other Development Plan Documents, SPDs, regeneration frameworks/masterplanning exercises and ongoing monitoring.

10.5 Over the lifetime of the BDP it is likely that new initiatives, partnerships and sources of funding will emerge that will play a new role in helping to implement proposals and deliver growth. The following provides examples of some of the specific mechanisms that are currently and will continue to play a key role in the short to medium term in ensuring the BDP is successfully implemented and growth delivered.

Local and national funding

10.6 One of the key aspects for the successful delivery of the BDP will



Post and Mail Phase 2

be the provision of infrastructure to enable and support development. There are a range of funding options that can be utilised to support the infrastructure and environmental improvements that are required to enable the delivery of the overall strategy and support sustainable growth.

10.7 Enterprise Zone - The City Centre was designated an EZ in April 2011 as part of the national initiative to boost economic growth. The benefits on offer include business rates relief, simplified planning and enhanced marketing. The primary benefit however is the retention of business rates generated within the zone and the ability for the LEP to recycle these into supporting its economic priorities. In the case of the City Centre Enterprise Zone, the LEP has

already committed a first phase of funding of £128m to support delivery.

10.8 The European Regional Development Fund (ERDF) - is one of the European Union's structural funds and is aimed at addressing imbalances in economic performance within and between member states.

10.9 The Regional Growth Fund (RGF) - is a Government challenge fund to encourage private sector growth and new jobs, particularly in areas and communities currently dependent on the public sector.

10.10 The City Deal for Birmingham - is an agreement with Government that gives the City new powers to build infrastructure, create jobs and train local people with the right skills to fill them.

Developer contributions

Introduction

10.11 Development will be expected to provide or make a contribution to the cost of providing what is necessary to support the new development.

Why we have taken this approach

10.12 These contributions will be sought in line with Circular 05/2005, Community Infrastructure Levy regulations or 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 other planning 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 BDP.

10.13 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 continue to 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.

10.14 Community Infrastructure Levy - the Community Infrastructure Levy (CIL) came into force in April 2010 and 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 as a result of development. This includes new or safer road schemes, flood defences, schools, hospitals and other health and social care facilities, park improvements, green spaces and leisure centres. The City Council adopted CIL in 2016 to support the delivery of the sustainable growth agenda set out in the BDP.

Inward investment

10.15 Alongside securing funding for infrastructure the ability to attract private sector investment will be central to the overall success of the BDP. The City Council will continue to take a proactive and constructive approach to potential local, national and international investors. There are likely to be particular challenges in achieving this with the pace of recovery of the national economy a key issue but one directly outside the City Council's control. The City Council will however continue to work actively in promoting Birmingham and the opportunities on offer, for example, through the Big City Plan and the Area Investment Prospectuses, to ensure that the City is best placed to take advantage of improved economic conditions whenever they arrive. Securing the EZ status and promoting the Economic Zones will provide a focus for economic activity and help target inward investment.

Partnership working

10.16 While the City Council has a key role to play in delivering the policies and proposals responsibility does not rest solely with the City Council and it will require the combined efforts and investment of a range of partners.

10.17 The successful implementation will require a wide range of organisations to work together. The City Council will have a vital role in coordinating the actions and activities of these partners be they in the private, public or third sector.

10.18 The LEP will have a central role in supporting the delivery of the overall growth agenda for Birmingham. Local Enterprise Partnerships are led by businesses and local authorities across natural economic areas. They provide the vision, knowledge and strategic leadership required to drive sustainable private sector growth and job creation in their areas. The LEP for the Greater

Policy TP47 Developer contributions

Development will be expected to provide, or contribute towards the provision of:

- Measures to directly mitigate its impact and make it acceptable in planning terms.
- Physical, social and green infrastructure to meet the needs associated with the development.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP47	✓	✓		✓	✓	✓

Birmingham and Solihull area was formed in 2010 and is a business-led initiative with local authority, the business community and educational providers represented. Those local authorities covered by the LEP are Birmingham City Council, Bromsgrove District Council, Cannock Chase District Council, East Staffordshire Borough Council, Lichfield District Council, Redditch Borough Council, Solihull Metropolitan Borough Council, Tamworth Borough Council and Wyre Forest District Council.

Duty to Co-operate

10.19 The Duty to Co-operate is a requirement of the Localism Act 2011 and is designed to ensure that all bodies involved in planning work together on strategic issues that are greater than local significance. The duty is particularly important and challenging for a major city like Birmingham where its influence spreads far beyond its administrative boundaries. It is also challenging to those authorities surrounding Birmingham especially in relation to the accommodation of growth that cannot be met within the City's administrative boundary.

10.20 In relation to the local authority dimension of the Duty to Co-operate the City Council works collaboratively through the West Midlands Joint Committee (which brings together the seven districts in the West Midlands metropolitan area), The LEP and West Midlands Planning Officers Group. In addition to these groups the City Council works on a bi-lateral basis with all adjoining local authorities not only on the challenges faced by Birmingham but also in relation to the emerging plans in those adjoining areas.

10.21 The co-operation through the LEP has been particularly important. A Spatial Plan for Recovery and Growth is being progressed for the LEP area. This has included the joint commissioning of technical studies to inform the long term scale and distribution of growth. The

intention of these studies is to sit alongside the progress being made by the current round of development plans - including the BDP - but also to help inform subsequent updating of plans.

10.22 This collaborative working has also been taken forward in bi-lateral discussions with adjoining authorities where there are strong connections with Birmingham including the Black Country and North Warwickshire.

Use of City Council powers

10.23 The City Council has a range of powers that are available to help support delivery. This will not just be confined to those of the planning system but also the housing, education and highway functions it provides.

10.24 Compulsory Purchase Powers are an important tool for local authorities and other public bodies to assemble land to help deliver social and economic change. The City Council has a strong track record in utilising these powers to support urban regeneration schemes and the delivery of infrastructure and will continue to apply these powers where the acquisition of land is necessary to enable comprehensive schemes that deliver economic, social and/or environmental benefits.

10.25 The City Council has extensive landholdings within Birmingham and will seek to use these to take forward the strategy, whether through development promotion or through the protection and improvement of environmental assets.

10.26 The preparation of more detailed plans to guide delivery in areas of change has proved to be successful in the past and will continue. Wherever possible the City Council will aim to make use of SPDs, AAPs, Neighbourhood Development Plans and regeneration frameworks to provide local and site specific policies and a note

a comprehensive approach to development initiatives. The Development Planning and Development Management roles of the City Council will remain an important delivery mechanism.

Infrastructure Delivery Plan and Site Delivery Plan

10.27 The BDP is supported by an Infrastructure Delivery Plan (IDP) and Site Delivery Plan which provide detail of the infrastructure necessary to enable growth to occur and delivery issues in relation to key proposals. The City Council will keep these documents under review to measure progress and ensure funding, initiatives and action are targeted.

10.28 Combining all these mechanisms with the policies and proposals set out in the BDP will enable the successful delivery of the vision for an enterprising, prosperous, innovative and green City.



11

Monitoring

Monitoring

11.1 The City Council will measure the performance of the BDP by assessing how effective its policies are in delivering the vision and objectives.

11.2 The main mechanism for reporting on the performance of the Plan will be the Authorities' Monitoring Report. However it should be noted that not all indicators are appropriate for annual monitoring.

11.3 The indicators that will be used in monitoring the Plan are listed below. These will be monitored in line with targets set out in the policies.

11.4 In addition to these indicators the Council will also monitor the significant effects indicators set out in the Sustainability Appraisal.

Monitoring and promoting the achievement of growth targets

Introduction

11.5 The Council will monitor progress towards the achievement of key targets set out in policy PG1. Monitoring is required to ensure that the approach set out in the Plan continues to be relevant and effective. Regular monitoring will include analysis of data and trends and reviews of the evidence base. It provides the basis to trigger a review of actions, strategies and policies to reflect changing circumstances.

Policy TP48 Monitoring and promoting the achievement of growth targets

The City Council will monitor progress annually towards the achievement of the key targets for growth (housing, including affordable housing, employment, offices and retail) set out in policy PG1. In the event that the supply of land falls significantly behind that required to achieve these targets, the Council will undertake a full or partial review of the Plan in order to address the reasons for this.

Key indicators which would trigger a review are:

- A failure to provide a 5 year housing land supply in any monitoring year with the following 2 monitoring years indicating no recovery in the position.
- Housing completions fall more than 10% beneath the targets in the housing trajectory over any rolling 3 year period.
- A failure in any monitoring year to provide the minimum reservoir of best quality employment land with the following 2 monitoring years indicating no recovery in the position.
- An inadequate supply of sites for offices to meet the targets set in the Plan.
- An inadequate supply of retail sites to meet the targets set in the Plan.

The Council will also play an active role in promoting, and monitor progress in, the provision and delivery of the 37,900 homes required elsewhere in the Greater Birmingham Housing Market Area to meet the shortfall in the city. This will focus on:

- The progress of neighbouring Councils in undertaking Local Plan reviews to deliver housing growth to meet Birmingham's needs.
- The progress of neighbouring Councils in delivering the housing targets set out in their plans.
- The extent to which a 5 year housing land supply is maintained in neighbouring areas.

If it becomes clear that progress is falling short of the level required, the Council will undertake a review of the reasons for this, and if this indicates that it is necessary to reassess the capacity for housing provision in Birmingham, a full or partial review of this Plan will be undertaken.

Key indicators which would trigger this are:

- Failure of a relevant Council to submit a replacement or revised Local Plan, providing an appropriate contribution towards Birmingham's housing needs, for examination within 3 years of the adoption of this Plan.
- Failure of Councils within the Greater Birmingham Housing Market Area to maintain a 5 year housing land supply in any monitoring year with the following 2 monitoring years indicating no recovery in the position.

- Housing completions within the Greater Birmingham Housing Market Area fall more than 10% beneath the planned targets in housing trajectories over any rolling 3 year period.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP48	✓	✓		✓	✓	✓

POLICY	MONITORING INDICATORS
PG1 Overall Levels of Growth	<ul style="list-style-type: none"> • Net/gross dwelling completions in the City Council area. • Net/gross dwelling completions in other Council areas that contribute to meeting the City’s housing need. • Employment land developed. • Retail floorspace completed (comparison and convenience). • Office floorspace completed. • Major waste management facilities completed. • Development pipeline information in relation to residential, employment, retail and office development. • Population and employment change.
PG2 Birmingham as an International City	<ul style="list-style-type: none"> • Major investments attracted and international events held. • Ranking in relevant monitors (e.g. European Cities Monitor).
PG3 Place-making	<ul style="list-style-type: none"> • See indicators TP12 and TP30.
GA1-GA10 Growth Areas	<ul style="list-style-type: none"> • Development completed in each area. • Development pipeline position in each area.
TP1 Reducing the City’s Carbon Footprint	<ul style="list-style-type: none"> • See indicators for TP3, TP4, TP5, TP13 and TP39. • Reduction in CO2 emissions from 1990 levels.
TP2 Adapting to Climate Change	<ul style="list-style-type: none"> • See indicators for TP6, TP7 and TP8.
TP3 Sustainable Construction	<ul style="list-style-type: none"> • Number of new homes meeting zero-carbon standards. • Number of commercial developments meeting BREEAM standard excellent. • Number of existing homes adapted through Birmingham Energy Savers.
TP4 Low and Zero Carbon Energy Generation	<ul style="list-style-type: none"> • Number of new homes and commercial developments connected to CHP or other forms of low or zero-carbon energy generation.

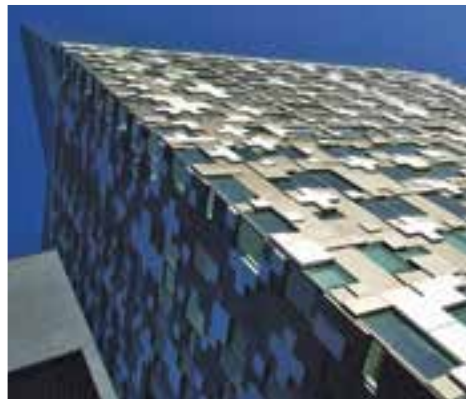
POLICY	MONITORING INDICATORS
TP5 Low Carbon Economy	<ul style="list-style-type: none"> • Low-carbon initiatives supported.
TP6 Managing Floodrisk	<ul style="list-style-type: none"> • Number of developments approved against Environment Agency advice in relation to floodrisk.
TP7 Green Infrastructure Network	<ul style="list-style-type: none"> • Proposals approved resulting in a loss of green infrastructure. • New green infrastructure provided.
TP8 Biodiversity and Geodiversity	<ul style="list-style-type: none"> • Number of development proposals approved within or adjoining designated sites (SSSIs, NNRs, LNRs SINCs and SLINCs). • Number and area of designated sites. • Number of approved development proposals adversely affecting or providing positive enhancement to the integrity of the wider ecological network (non-designated wildlife corridors and stepping stones).
TP9 Open Space, Playing Fields and Allotments	<ul style="list-style-type: none"> • Percentage of population within the distance thresholds set in the policy. • Open space/playing fields/allotments lost to development. • New open space/playing fields/allotments created.
TP10 Green Belt	<ul style="list-style-type: none"> • Number of applications approved as an exception to the policy.
TP11 Sports Facilities	<ul style="list-style-type: none"> • Sports facilities lost to other forms of development. • New sports provision created.
TP12 Historic Environment	<ul style="list-style-type: none"> • Number of designated heritage assets (Scheduled Ancient Monuments, Listed Buildings, Registered Parks and Gardens, Conservation Areas). • Number of applications approved adversely affecting or providing positive enhancement to a designated heritage asset or its setting. • Number of heritage assets recorded in the Historic Environment Record. • Number of investigations added to the Historic Environment Record. • Number of structures added to the local list. • Number of completed Conservation Area Appraisal and Management Plans. • Number of heritage assets at risk.
TP13 Sustainable Management of the City's Waste	<ul style="list-style-type: none"> • Tonnage of waste produced in Birmingham, by methods of disposal. • Capacity of waste treatment facilities within Birmingham.
TP14 New and Existing Waste Facilities	<ul style="list-style-type: none"> • New waste facilities approved/constructed that meet location requirements. • Proposals approved leading to the loss of waste facilities.
TP15 Location of Waste Management Facilities	<ul style="list-style-type: none"> • Land available for development for waste treatment purposes in line with criteria in the policy.
TP16 Minerals	<ul style="list-style-type: none"> • Number of applications submitted which require a minerals investigation.
TP17 Portfolio of Employment Land and Premises	<ul style="list-style-type: none"> • Employment land developed by category. • Land availability by category.

POLICY	MONITORING INDICATORS
TP18 Regional Investment Sites	<ul style="list-style-type: none"> • Land developed in each RIS. • Permissions granted for uses outside those specified in the policy.
TP19 Core Employment Areas	<ul style="list-style-type: none"> • Employment development within Core Employment Areas. • Major investments in improving infrastructure within or serving Core Employment Areas. • Loss of land within Core Employment Areas to non-employment uses.
TP20 Protection of Employment Land	<ul style="list-style-type: none"> • Loss of employment land to alternative uses. • Permissions granted for non employment uses on employment land.
TP21 The Network and Hierarchy of Centres	<ul style="list-style-type: none"> • Comparison retail, office and leisure developments completed in, on the edge of and out of centre. • Progress towards growth levels proposed for each centre. • Development pipeline information in relation to the above. • Major investments in infrastructure/public realm etc. within centres.
TP22 Convenience Retail Provision	<ul style="list-style-type: none"> • Convenience retail completions in, on the edge and out-of-centre. • Development pipeline information in relation to the above.
TP23 Small Shops and Independent Retailing	<ul style="list-style-type: none"> • Changes in numbers of small shops and independent retailers.
TP24 Promoting a Diversity of Uses within Centres	<ul style="list-style-type: none"> • Number of applications determined in line with/contrary to the Shopping and Centres SPD. • Changes in the range of uses within centres.
TP25 Tourism and Tourist Facilities	<ul style="list-style-type: none"> • Hotel completions and pipeline. • Major tourism schemes completed/approved. • Number of tourists visiting the city.
TP26 Local Employment	<ul style="list-style-type: none"> • Number of schemes approved with local recruitment or supply chain targets.
TP27 Sustainable Neighbourhoods	<ul style="list-style-type: none"> • No specific indicators, but indicators for policies TP3, TP4, TP5, TP7, TP30, TP31 and TP44 will be relevant.
TP28 The Location of New Housing	<ul style="list-style-type: none"> • Number of residential schemes approved not complying with the specific criteria in the policy. • Completions by greenfield/brownfield location.
TP29 The Housing Trajectory	<ul style="list-style-type: none"> • Annual net dwelling completions.
TP30 The Type, Size and Density of New Housing	<ul style="list-style-type: none"> • Completions by number of bedrooms. • Completions by dwelling type (apartment/house). • Completions by density in relation to the targets set in the policy.

POLICY	MONITORING INDICATORS
TP31 Affordable Housing	<ul style="list-style-type: none"> • Completions by tenure and delivery mechanism (eg. S106): <ul style="list-style-type: none"> - In the City Council area. - In other Council areas that contribute to meeting the City's affordable housing needs. • Commuted sums secured.
TP32 Housing Regeneration	<ul style="list-style-type: none"> • Net/gross housing completions within each area.
TP33 Student Accommodation	<ul style="list-style-type: none"> • Purpose-built Student Accommodation Completions by bed space and cluster. • Pipeline information.
TP34 Provision for Gypsies, Travellers and Travelling Showpeople	<ul style="list-style-type: none"> • Pitches provided (transit and permanent). • Pipeline information.
TP35 The Existing Housing Stock	<ul style="list-style-type: none"> • Vacancy levels. • House conditions.
TP36 Education	<ul style="list-style-type: none"> • New school provision completed/approved. • Number of children in 'basic need' of school provision.
TP37 Health	<ul style="list-style-type: none"> • New health facilities approved/developed. • See also indicators for TP9, TP11, TP39 and TP40.
TP38 A Sustainable Transport Network	<ul style="list-style-type: none"> • Modal split information. • See also indicators for TP39 and TP40, TP41 and TP42.
TP39 Walking	<ul style="list-style-type: none"> • Pedestrian priority schemes delivered. • Number of accidents involving pedestrians.
TP40 Cycling	<ul style="list-style-type: none"> • Extensions delivered to cycle network. • Percentage of trips made by cycle.
TP41 Public Transport	<ul style="list-style-type: none"> • Rail, rapid transit and bus enhancements delivered. • Percentage of trips by public transport.
TP42 Freight	<ul style="list-style-type: none"> • Development involving or loss of inter-modal freight transfer facilities.
TP43 Low Emission Vehicles	<ul style="list-style-type: none"> • Number of charging points provided.
TP44 Traffic Congestion and Management	<ul style="list-style-type: none"> • Progress in delivering priority improvements. • Changes in journey times. • Numbers of people killed or injured in road accidents.
TP45 Accessibility Standards for New Development	<ul style="list-style-type: none"> • Percentage of major developments meeting specified accessibility standards.
TP46 Digital Communications	<ul style="list-style-type: none"> • Availability and speed of high speed internet access.



**BIRMINGHAM
PLAN
2031**

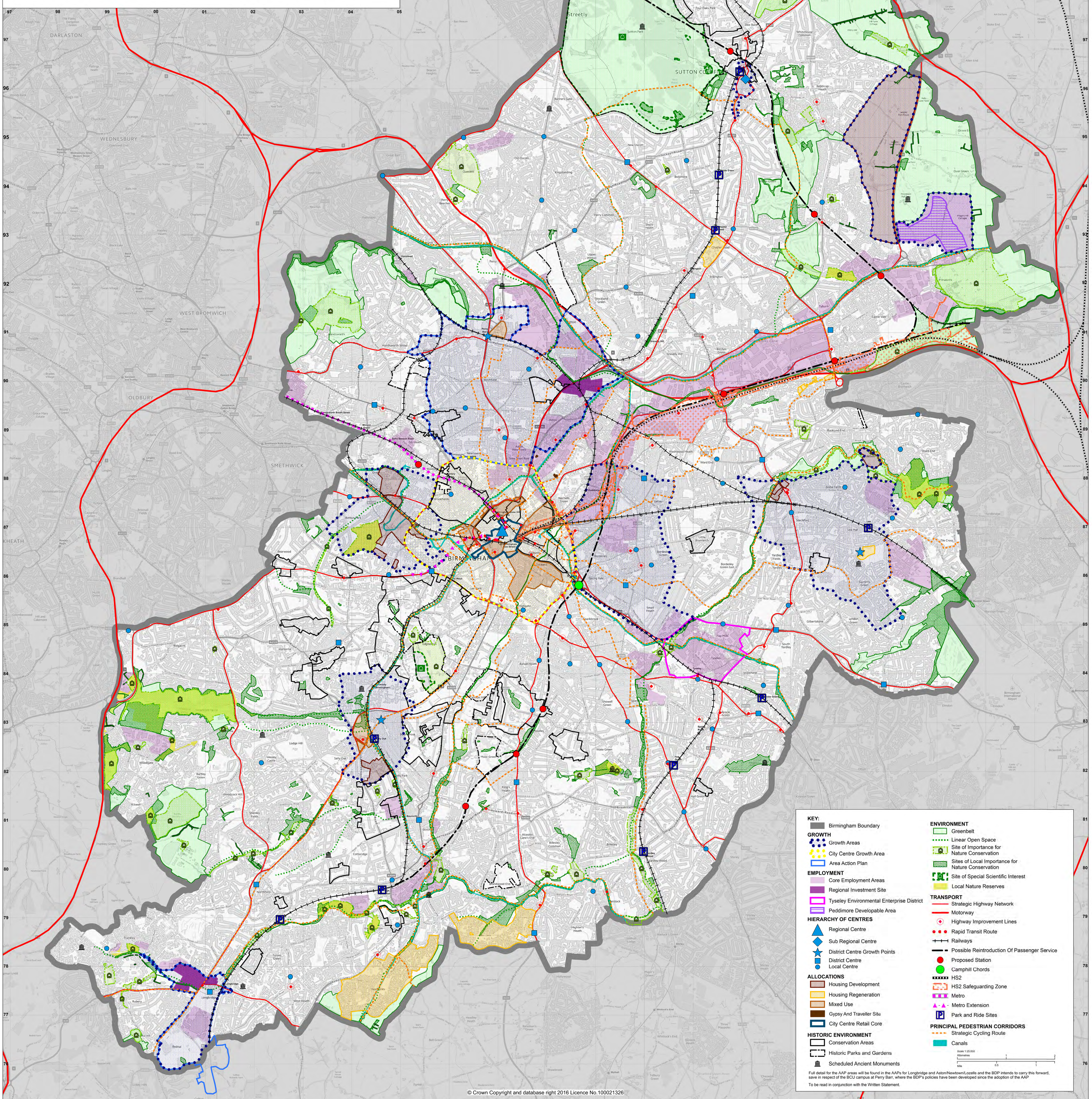




The Birmingham Development Plan Policies Map

Part of Birmingham's Local Plan

10th January 2017



KEY:

- Birmingham Boundary**
- GROWTH**
 - Growth Areas
 - City Centre Growth Area
 - Area Action Plan
- EMPLOYMENT**
 - Core Employment Areas
 - Regional Investment Site
 - Tyseley Environmental Enterprise District
 - Peddmore Developable Area
- HIERARCHY OF CENTRES**
 - Regional Centre
 - Sub Regional Centre
 - District Centre Growth Points
 - District Centre
 - Local Centre
- ALLOCATIONS**
 - Housing Development
 - Housing Regeneration
 - Mixed Use
 - Gypsy And Traveller Site
 - City Centre Retail Core
- HISTORIC ENVIRONMENT**
 - Conservation Areas
 - Historic Parks and Gardens
 - Scheduled Ancient Monuments
- ENVIRONMENT**
 - Greenbelt
 - Linear Open Space
 - Site of Importance for Nature Conservation
 - Sites of Local Importance for Nature Conservation
 - Site of Special Scientific Interest
 - Local Nature Reserves
- TRANSPORT**
 - Strategic Highway Network
 - Motorway
 - Highway Improvement Lines
 - Rapid Transit Route
 - Railways
 - Possible Reintroduction Of Passenger Service
 - Proposed Station
 - Camphill Chords
 - HS2
 - HS2 Safeguarding Zone
 - Metro
 - Metro Extension
 - Park and Ride Sites
- PRINCIPAL PEDESTRIAN CORRIDORS**
 - Strategic Cycling Route
 - Canals

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Report to Birmingham City Council

by **Roger Clews** BA MSc DipEd DipTP MRTPI

an Inspector appointed by the Secretary of State for Communities and Local Government

Date 11 March 2016

PLANNING AND COMPULSORY PURCHASE ACT 2004 (AS AMENDED)

SECTION 20

Report on the Examination of the Birmingham Development Plan ("Birmingham Plan 2031")

The Plan was submitted for examination on 1 July 2014

The examination hearings were held between 21 October and 27 November 2014

File Ref: PINS/P4605/429/7

Abbreviations Used in this Report

the 2004 Act	<i>Planning and Compulsory Purchase Act 2004 (as amended)</i>
AA	Appropriate Assessment
AAP	Area Action Plan
BCAs	Black Country Authorities
BCC	Birmingham City Council
BDP	<i>Birmingham Development Plan</i>
BMV	Best and most versatile
BW	Barton Willmore
the Council	Birmingham City Council
CHP	Combined Heat and Power
CIL	Community Infrastructure Levy
DCLG	Department for Communities and Local Government
dpa	dwellings per annum / year
dph	dwellings per hectare
ELOTS	<i>Employment Land and Office Targets Study</i>
HMA	Housing Market Area
HRRs	Household Representative Rates
IF	Inspector's Interim Findings
GBSLEP	Greater Birmingham and Solihull Local Economic Partnership
LAA	Local Aggregate Assessment
LDS	Local Development Scheme
LEP	Local Economic Partnership
LIT	Longbridge Infrastructure Tariff
LTBHM	Long-Term Balancing the Housing Market (Model)
LPA	Local Planning Authority
MM	Main Modification
MoU	Memorandum of Understanding
MPA	Minerals Planning Authority
MSA	Minerals Safeguarding Area
MYEs	Mid-Year Estimates
NPPF	<i>National Planning Policy Framework</i>
NWGC	North Worcestershire Golf Club
ONS	Office for National Statistics
the Plan	<i>Birmingham Development Plan</i>
PPG	<i>Planning Practice Guidance</i>
PPTS	<i>Planning Policy for Traveller Sites</i>
RIS	<i>Regional Investment Site</i>
SA	Sustainability Appraisal
SHNS	<i>Strategic Housing Needs Study</i>
SCI	Statement of Community Involvement
SHLAA	Strategic Housing Land Availability Assessment
SHMA	Strategic Housing Market Assessment
2012 SHMA	<i>Birmingham Strategic Housing Market Assessment 2012</i>
SPRG	<i>Spatial Plan for Recovery and Growth</i>
SUE	Sustainable Urban Extension
UDP	<i>Birmingham Unitary Development Plan 2005</i>
UPC	Unattributable Population Change
WSP PB	WSP Parsons Brinckerhoff

Non-Technical Summary

This report concludes that the Birmingham Development Plan [BDP] provides an appropriate basis for the planning of the city, provided that a number of modifications are made. Birmingham City Council have specifically requested me to recommend any main modifications [MMs] necessary to enable the BDP to be adopted.

The MMs all concern matters that were discussed at the examination hearings. Following the hearings, the Council prepared schedules of the proposed modifications and carried out sustainability appraisal of them. The MMs were subject to public consultation over an eight-week period. In some cases I have amended their detailed wording in the light of the responses. I have recommended that the MMs be included in the BDP after considering all the representations made in response to consultation on them.

The purposes of the recommended MMs can be summarised as follows:

- To ensure that the levels of housing, employment, office and retail development to be provided over the Plan period, and the objectively-assessed needs for market and affordable housing, are accurately identified;
- To ensure that the housing delivery trajectory seeks to bring forward housing as early as possible to meet the identified needs;
- To provide sites to meet the identified needs of Gypsies and Travellers;
- To ensure that there are adequate arrangements to secure the provision of housing elsewhere in the Greater Birmingham Housing Market Area to meet the shortfall of provision in Birmingham;
- To ensure that there is an appropriate relationship between the policies in the BDP, adopted Area Action Plans and Supplementary Planning Documents;
- To identify accurately the transport and other infrastructure improvements that are sought by the BDP, and the mechanisms for securing developer contributions towards them;
- To ensure that the BDP’s development management and site allocation policies are justified, effective and compliant with national policy;
- To ensure that the position of defined centres in the hierarchy is consistent with the evidence;
- To ensure that the BDP contains effective policies to deal with flood risk and drainage, minerals and waste;
- To ensure that the BDP’s policy requirements take adequate account of viability considerations;
- To provide a sound monitoring framework for the BDP;
- To clarify the status of the illustrative plans that appear in the BDP;
- To state correctly the existing adopted development plan policies that are to be superseded by the BDP.

Introduction

Scope and purpose of the examination

1. The Birmingham Development Plan [hereafter referred to as “the BDP” or “the Plan”] makes provisions for development in the city over the period to 2031. It also has the informal title of *Birmingham Plan 2031*. This report contains my assessment of the BDP in accordance with Section 20(5) of the *Planning and Compulsory Purchase Act 2004* (as amended) [the 2004 Act]. It considers whether the Plan’s preparation has complied with the duty to co-operate, in recognition that there is no scope to remedy any failure in this regard. It then considers whether the BDP is sound and compliant with the other relevant legal requirements. At paragraph 182 the National Planning Policy Framework [NPPF] advises that in order to be found sound, a Local Plan must be positively prepared, justified, effective and consistent with national policy.
2. The starting point for the examination is the assumption that Birmingham City Council [BCC / the Council] consider the submitted BDP to be sound. The BDP Pre-submission version [SUB1], as submitted in June 2014, is the basis for my examination. It is the same document as was published for consultation in December 2013.
3. Where reference is made in this report to an examination document, the document number is quoted, eg [SUB1], [EXAM 1]. All the examination documents are available on the BDP website.

Inspector’s Interim Findings

4. Hearings were held in October and November 2014 to discuss a wide range of matters of soundness and legal compliance. In January 2015, I issued Interim Findings [IF, EXAM 131] on three key topics: the objective assessment of housing need, sustainability appraisal [SA], and the duty to co-operate. My IF, which form the **Annex** to this report, took account of all the relevant representations made and evidence submitted at the time of their preparation. In order to avoid unnecessary repetition, I do not go over the ground they cover again in this report, but I refer to them wherever they are relevant.
5. My IF recommended that the Council should carry out additional work in respect of the objective assessment of housing need, SA and the duty to co-operate. In response, a Supplementary Report on housing need and a Revised Sustainability Report were published as EXAM 145¹ & 146² in March 2015. I invited comments on them from those who had participated in the relevant hearings session, and responses to their comments from BCC. As a result, further work on SA was carried out and a further Revised Sustainability Report was published as EXAM 154³ in June 2015. Consultation was carried out on the further Revised Sustainability Report alongside consultation on the main

¹ Peter Brett Associates, *Examination of the Birmingham Development Plan, Objectively Assessed Housing Need Supplementary Report*, March 2015

² AMEC Foster Wheeler, *Sustainability Appraisal of the Birmingham Development Plan, Revised Sustainability Report*, March 2015

³ AMEC Foster Wheeler, *Sustainability Appraisal of the Birmingham Development Plan, Revised Sustainability Report*, June 2015

modifications, and I have taken account of all the representations made on it in this report.

6. The duty to co-operate is considered separately below.

Consultation

7. The Council carried out widespread public consultation over an eight-week period, both on the Plan before its submission and on the proposed main modifications. I have taken account of all the responses to those consultations in preparing this report. The Council contacted everyone on their extensive consultation database, including all those who had commented on previous iterations of the Plan. Notices were also placed in local newspapers and on the Council’s website. At pre-submission stage, officers held information sessions in local libraries and attended District and Ward committees and other local meetings on request.
8. A very large number of representations were received at both stages of consultation, from local residents and businesses, community organisations, neighbouring local authorities, statutory agencies, developers and others. The majority of the representations were critical of the Plan, and most notably of its proposals for development allocations in the Green Belt. These are clear indications that the consultation process gave all those potentially affected by the Plan an adequate opportunity to express their views.
9. Nonetheless, a significant number of representors expressed concern about the adequacy of the consultation process on the Plan. Some of this criticism focussed on what they saw as its lack of clarity. The plan-making process is, unfortunately, inherently complex and it is difficult to see how the Council could have made matters any simpler. Having said that, however, the vast majority of the representations that were made showed a clear grasp of the issues and were articulately expressed.
10. There were also complaints that the Council did not take adequate account of the views expressed during consultation. It is true that, while significant changes have been made in the light of consultation, many of the main proposals, including the Green Belt allocations, have not fundamentally altered. However, that in itself does not indicate any deficiency in the consultation process. In this report I consider whether any further modifications are necessary to make the Plan sound.
11. Representors also pointed out that certain evidence documents, including some of the reports on the transport modelling of the Green Belt allocations, were not made publicly available in time to inform pre-submission consultation on the Plan. However, all the relevant documents were made available to hearing session participants, including residents and representatives of community groups, in time to permit thorough comment and discussion on them. It is most unlikely that any additional points would have been made, had the documents been available sooner. I am satisfied therefore that consultation on the Plan was not compromised by a lack of information.
12. Taking all these points into account, I find that satisfactory consultation was carried out on the Plan. The consultations met all the relevant legal

requirements, including compliance with the Council’s *Statement of Community Involvement* [HTY1].

Main modifications

13. In accordance with section 20(7C) of the 2004 Act the Council asked me to recommend main modifications [MMs] to rectify any deficiencies that make the BDP unsound/not legally compliant and thus incapable of being adopted. The MMs are referenced in bold in the report in the form **MM1, MM2, MM3** etc, and are set out in full in the **Appendix** to this report. The Council may choose to make additional modifications to the BDP before it is adopted, as long as they do not materially affect the policies it contains⁴.
14. The MMs all concern matters that were discussed at the examination hearings. Following the hearings, the Council prepared schedules of proposed main modifications and carried out SA of them. The MMs were subject to public consultation over an eight-week period in August, September and October 2015 and I have taken account of the responses in coming to my conclusions in this report. The Council also published a schedule of proposed additional modifications for consultation at the same time as the MMs.
15. In order to avoid over-complicating the consultation process, I advised the Council that, for each policy in the main modifications schedule, all the proposed modifications should be set out under a single MM number. This means that some MMs, which are relevant to more than one issue, are mentioned more than once in this report. It also means that, as well as the changes that are necessary for soundness, some MMs also include minor changes that could in principle have been made as additional modifications. This report does not explicitly refer to those minor changes.
16. In the light of the consultation responses, I have made some amendments to the detailed wording of the MMs, mainly in the interests of clarity and consistency. Where necessary I provide further explanation of them in this report. None of the amendments significantly alters the content or purpose of the modifications as published for consultation, or undermines the participatory processes or SA. Thus no further consultation is necessary.

Policies Map

17. When submitting a Local Plan for examination, Councils are required to provide a submission Policies Map showing the changes to the adopted Policies Map that would result from the proposals in the Local Plan⁵. For the BDP, the submission Policies Map is document SUB 4, dated June 2014. An online version of the Policies Map is published on the BDP website.
18. The Policies Map is not defined in statute as a development plan document and so I do not have the power to recommend MMs to it. However, a number of the published MMs to the Plan’s policies require further corresponding changes to be made to the Policies Map. Those further changes to the Policies Map were published for consultation alongside the MMs. In this report, I identify

⁴ See s23 of the 2004 Act.

⁵ See Articles 22(1)(b) & 2(1) of the 2012 Regulations.

any amendments that are needed to those further changes in the light of the consultation responses.

19. When the BDP is adopted, in order to comply with the legislation and give effect to the Plan’s policies, the Council will need to update the adopted Policies Map to include the corresponding changes published alongside the MMs (incorporating any necessary amendments identified in this report).

Assessment of Duty to Co-operate

20. Section s20(5)(c) of the 2004 Act requires that I consider whether the Council complied with any duty imposed on them by section 33A in respect of the Plan’s preparation. I considered this question thoroughly in my IF and determined that it would be reasonable to conclude that the Council had complied with the relevant legal requirements in respect of their duty to co-operate in the preparation of the BDP⁶. There has been no subsequent evidence to cause me to alter that view.
21. In my IF, I also considered the outcome of co-operation between BCC and other organisations in terms of the soundness of the BDP, and made a number of recommendations for further work in this regard⁷. That further work is considered in the following sections of this report, in the context of the relevant soundness issues.

Assessment of Soundness

Main Issues

22. Taking account of all the representations, written evidence and the discussions that took place at the examination hearings I have identified **13 main issues** upon which the soundness of the Plan depends. They are considered in turn below.

Issue A – Do sections 1, 2 and 3 of the BDP set out a sound basis for its policies and proposals? Are the provisions of policies PG2 and PG3 justified and effective?

23. Sections 1, 2 and 3 of the BDP respectively set out the Plan’s preparation history, purpose and structure; a description of present-day Birmingham and the challenges the city faces; and the BDP’s vision for the city in 2031, the Plan’s objectives, and a summary of its strategy. Paragraph 1.12 makes it clear that on adoption the BDP will replace all the saved policies in the *Birmingham Unitary Development Plan 2005* [UDP], apart from a few policies that will continue in force until the adoption of the forthcoming *Development*

⁶ See Annex, para 71.

⁷ See Annex, para 84.

Management DPD. **MM1** is necessary to rectify an omission in the list of policies that will remain in force.

24. The BDP’s vision and objectives reflect the NPPF’s emphasis on positive planning to achieve sustainable development. In similar fashion, policy PG2 establishes a positive approach towards development and investment, while policy PG3 sets out an overarching requirement for high quality in all aspects of design. **MM4** is needed to remove a potentially misleading reference in PG3 to design “standards”.
25. Subject to these MMs, which are needed to ensure the Plan’s effectiveness, I find that sections 1, 2 and 3 of the BDP set out a sound basis for its policies and proposals, and that the provisions of policies PG2 and PG3 are justified and effective.

Issue B – Does the BDP appropriately identify housing needs and does it set out effective measures to meet them in accordance with national policy?

Objective assessment of housing needs

26. Paragraph 47 of the NPPF advises that Local Plans should meet the full, objectively assessed needs for market and affordable housing in the housing market area, as far as is consistent with the NPPF’s policies. The essential first step in this process is to identify the full, objectively assessed housing needs.

Assessing overall housing need

27. A *Strategic Housing Needs Study* for the Greater Birmingham Housing Market Area⁸ [HMA] has been commissioned by the Greater Birmingham and Solihull Local Economic Partnership [GBSLEP] and the four Black Country local authorities [BCAs]. Its Stage 2 Report [*SHNS Stage 2*, EXAM 90], published in November 2014, assesses housing need across the HMA. For Birmingham, it projects a need for between about 89,000 and 116,000 new dwellings over the period 2011 to 2031⁹. The Council accept that *SHNS Stage 2* provides a sounder basis than their own *Strategic Housing Market Assessment 2012* [2012 SHMA, H2] for assessing overall housing need in Birmingham over the Plan period, because it is based on more up-to-date evidence.
28. In my IF, I endorsed the general approach of *SHNS Stage 2* but made it clear that further work needed to be carried out on four specific aspects. These were addressed in March 2015 in the *Objectively Assessed Housing Need Supplementary Report* [EXAM 145] and are considered in turn below. At my request, the *Supplementary Report* also reviewed relevant aspects of the alternative assessment of housing need submitted to the examination by

⁸ For the definition of the extent of the HMA, see my IF, paras 8 & 9.

⁹ EXAM 90, Table 3.4 & para 3.43

Barton Willmore [BW]¹⁰, and considered the implications for Birmingham of the 2012-based household projections, published by the Department for Communities and Local Government [DCLG] in February 2015.

29. Stage 3 of the GBSLEP *Strategic Housing Needs Study* [*SHNS Stage 3*, EXAM 162] was published in August 2015. It provides an update on housing need across the HMA but adds nothing of significance to *SHNS Stage 2* or the *Supplementary Report* as regards the assessment of Birmingham’s own needs. However, I have taken account of the additional evidence on this issue contained in BW’s *Birmingham Sub-Regional Housing Note* (October 2015), submitted with their response to consultation on the MMs.
30. In respect of Household Representative Rates [HRRs], the March 2015 *Supplementary Report* argues that two sets of factors account for the downturn in household formation, among younger adults in particular, that is apparent from the 2011 Census. The first is the severe economic recession that began in 2008, while the second comprises longer-term social trends including more precarious employment, especially for younger adults, student fees, and higher numbers of international migrants, who appear to be more likely to live in shared households during young adulthood. While the direct effects of the recession may wear off as the economy recovers, the social trends are likely to be longer-lasting.
31. This assessment is broadly supported, notwithstanding some differences in emphasis, by recent papers from two academic demographers¹¹. In my view, it is a more comprehensive and convincing account of likely trends in household formation in Birmingham over the Plan period, than one that foresees a full return to the rates of household growth experienced in recent decades.
32. It follows that it is unnecessary to base household projections on a full return by 2031 to the HRRs embodied in the 2008-based DCLG projections (whether for all age groups or specifically for younger adults), in order to avoid suppressing future household formation. On the other hand, in view of the improvement in economic conditions since 2008, it would be unwise to assume that rates of household formation over the period to 2031 will not exceed the historically low rates embodied in the interim 2011-based DCLG household projections.
33. On this basis, I find that an “index” approach to HRRs, which involves a partial, rather than a full, return to the trend reflected in the 2008-based projections, is sound. This “index” approach was employed in *SHNS Stage 2* in order to adjust the interim 2011-based household projections to take account of likely trends after 2021. It is relevant to note that if the same approach is applied to the latest Office for National Statistics [ONS] 2012-based population projections, it produces 2011-31 household projections for

¹⁰ *Birmingham Sub-Regional Housing Study Part 2 Addendum* (September 2014) – appended to Barton Willmore’s Matter A Hearing Statement. I have also taken account of BW’s response to the *Supplementary Report* [EXAM 145E].

¹¹ A Holmans, *New Estimates of Housing Demand and Need in England, 2011 to 2031*, Town & County Planning Tomorrow Series Paper 16, TCPA, September 2013; and L Simpson, “Whither Housing Projections?” in *Town and Country Planning*, December 2014

Birmingham that correspond very closely to the DCLG 2012-based household projections¹². (The difference between the respective household growth figures is less than 1%).

34. That is significant because the DCLG 2012-based household projections use a different methodology for calculating HRRs from that used in the 2011-based projections. In particular, for Birmingham, the 2012-based projections assume considerably higher household formation rates among 25- to 34-year-olds¹³. In effect, therefore, these official projections also embody a partial “return to trend”, for this younger adult age group especially, compared with the 2011-based figures. According to the DCLG methodology paper, while it is proposed to carry out more detailed analysis of Census 2011 data on household formation, in the meantime the 2012-based projections are regarded as the most up-to-date and nationally consistent estimates.
35. Unattributable Population Change [UPC] is the term coined by ONS for an unexplained difference between the mid-year population estimates [MYEs] that have been updated to take account of the 2011 Census, and the previous “rolled-forward” MYEs that pre-dated the 2011 Census. For the 2011 MYEs, at the national level, UPC amounts to 103,700 – a small proportion of the total UK population. At the local level, however, UPC is distributed very unevenly with some local planning authorities [LPAs] experiencing “positive” and others “negative” UPC. The positive UPC figure for Birmingham is relatively high, at around 25,000.
36. According to ONS, UPC is likely to result from a combination of sampling variability in the 2001 and 2011 Census estimates and migration estimates. However, the exact causes, and the extent to which each factor is responsible, are unclear. Moreover, as the base population figures have now been updated in line with the 2011 Census, UPC is only significant for future projections if it indicates inaccuracy in the trend data underpinning them. ONS’s quality assurance did not reveal any problems indicating that adjustments to the 2012-based population projections to account for UPC were necessary¹⁴. Hence those projections make no allowance for UPC. DCLG’s 2012-based household projections follow suit.
37. Nonetheless, it is relevant to consider whether an adjustment should be made for UPC at the local level. The *Supplementary Report* considers UPC within the Greater Birmingham HMA in detail and finds no evidence that would help disentangle its causes. One significant factor appears to be that, until fairly recently, the initial allocation of international migrants to local authority areas based on surveys at arrival airports has been prone to error. Thus it is difficult to rely on UPC figures at the LPA level even where they are substantial, as in Birmingham. Including UPC in future projections of local housing need would compound this and other existing errors and uncertainties.

¹² See *Supplementary Report*, paras 2.36-2.37 & Table 2.3. The 2012-based population projections were not available when *SHNS Stage 2* was prepared.

¹³ See Barton Willmore, *Birmingham Sub-Regional Housing Note*, Appendix 1.

¹⁴ ONS, *2012-based Subnational Population Projections for England, Report on Unattributable Population Change* (20 January 2014)

38. BW’s October 2015 Note points out¹⁵ that average annual net in-migration to the UK between 2005 and 2015 was about 73,000 persons higher than the annual figure assumed in the 2012-based household projections (238,000 against 165,000). However, there is no direct read-across between these figures and UPC. ONS’s view is that, insofar as UPC may be due to errors in measuring international migration, it will have a reducing impact on future projections over time, because of improvements that have already been made to migration estimates¹⁶.
39. Taking all these points into account, I agree with the Council’s view that no account should be taken of UPC in the assessment of Birmingham’s overall housing need. There is a separate question as to whether account should be taken of the evidence on net migration figures referred to in the BW Note. But it cannot necessarily be assumed that recent international migration trends will prevail throughout the Plan period. Nor does there appear to be clear evidence on how they would translate into population change at the local level. In addition, as noted above, it appears that migrants’ household formation patterns may differ in some respects from those of the indigenous population.
40. On the evidence before me, therefore, I see no sound basis on which the household projections for Birmingham could be reliably adjusted to take account of recent national migration figures. Future official projections of population and household growth will no doubt take full account of changes in migration trends. Should these have significant consequences for Birmingham the appropriate response would be to review the Plan accordingly.
41. In respect of future employment growth, the *Supplementary Report* demonstrates that both the minimum and maximum housing growth figures projected by *SHNS Stage 2* would meet the corresponding projections of employment growth produced by Experian. No higher forecasts of employment growth were presented to challenge that finding.
42. As advised by the national *Planning Practice Guidance* [PPG], the *Supplementary Report* reviewed a range of market signals. Although the levels of over-occupancy and “concealed” households in Birmingham are above the regional and national averages, this appears to correlate with the higher-than-average proportion of people from ethnic minorities living in the city. ONS acknowledge that this correlation may in part reflect closer familial ties in some minority-ethnic cultures¹⁷. Moreover, as indicated above, higher numbers of “concealed” or “sharing” households are also likely to be due, in part, to wider social trends rather than resulting solely from a shortfall in housing provision.
43. While house prices and affordability ratios in Birmingham undoubtedly rose substantially between 1997 and 2007 before levelling off, the graphs in BW’s October 2015 Note show that their pattern of growth tracked the national pattern. In absolute terms the latest available figures for Birmingham remain considerably below the national average, with the city’s affordability ratio in particular showing some improvement from its 2007 peak. There is, however,

¹⁵ The Note references the ONS *Migration Statistics Quarterly Report*, August 2015.

¹⁶ See the ONS 20 January 2014 Report (note 14 above), p.4.

¹⁷ See EXAM 145, para 5.22.

some evidence that rents in Birmingham have been rising more quickly than the national average since 2010.

44. On the other hand, rates of development in the city show very strong performance between 2004 and 2009, outstripping the former regional housing targets more than twofold. From 2009 the effects of the financial crisis and a subsequent, gradual recovery are evident, but there is nothing to indicate that the position in Birmingham is unusual in this respect. As will be seen below, the Plan itself proposes a very substantial uplift in housing completions from 2015 onwards.
45. Drawing these points together, I find no strong market signal evidence to justify a further increase to the index-based household projections set out in the *SHNS Stage 2* report. As already noted, those projections give housing need figures for Birmingham ranging from 89,000 to 116,000. UPC is the principal factor that accounts for the difference between them¹⁸. Thus excluding UPC from the assessment of housing need, for the reasons given above, indicates that the lower need figure of 89,000 should be preferred.
46. As the *Supplementary Report* acknowledges, if the latest, 2012-based DCLG household projections had been available when work began on *SHNS Stage 2*, they would naturally have formed the starting-point for that work. But to begin the analysis all over again at this stage would represent disproportionate effort and cause unacceptable delay to the BDP. As the PPG points out, housing assessments are not automatically rendered outdated every time new projections are issued¹⁹.
47. Having reviewed all the relevant evidence, I am satisfied therefore that the figure of 89,000 net additional dwellings represents a sound objective assessment of the overall need for housing in Birmingham during the BDP period.

Assessing affordable housing need

48. Affordable housing need in Birmingham is assessed in Parts A and C of the 2012 SHMA. The detailed methodology employed in Part A follows the then-current DCLG needs assessment model²⁰, which advised that need should be assessed over a five-year period. On that basis, the unadjusted net annual need is calculated as 10,427 dwellings, and it is suggested that an annual need figure of 1,989 dwellings may be more realistic, after making adjustments for demand and supply factors.
49. Part C of the 2012 SHMA approaches the issue of affordable housing from a different standpoint. A *Long-Term Balancing the Housing Market* [LTBHM] model takes a range of overall household growth projections for Birmingham over the 20-year BDP period. These are then distributed across different housing sizes and tenures according to suitability and affordability. On this basis, in the SHMA’s “default” demographic scenario (based on the DCLG

¹⁸ See EXAM 90, para 3.44.

¹⁹ PPG, 2a-016-20140306

²⁰ See DCLG, *Strategic Housing Market Assessments Practice Guidance, Version 2, 2007*, Chapter 5.

2008-based household projections), the affordable housing requirement would amount to 38% of total household growth over the Plan period (30,300 out of a total growth figure of 80,200). At the other end of the range, a scenario based on the ONS 2010-based population projections – the latest comparable data then available – shows total household growth of 105,200 and affordable housing need at 30% of that figure.

50. Neither the 2012 SHMA itself nor the *Supplementary Report* expressly addresses the question of which approach should be preferred. While the SHMA Part A methodology is very similar to that advocated in the *Housing and economic needs assessment* section of the PPG (which postdates the SHMA), the annual requirements derived from it apply only to a five-year period. Since they include both existing (as at 2012) and newly-arising need, they cannot simply be extrapolated over the full BDP period.
51. The LTBHM model used in Part C, on the other hand, covers the full 2011-31 period. While it does not directly follow the PPG methodology, it nonetheless addresses the same questions of current and newly-arising need and the availability of existing stock to meet that need. Moreover, it produces reasonably consistent results in respect of affordable housing need over a wide range of demographic scenarios. The inverse relationship between the high- and low-growth scenarios, in respect of the proportion of affordable housing required, is convincingly explained by reference to levels of out-migration from the city. However, none of the SHMA Part C scenarios results in an affordable housing need share higher than 38%. Hence that represents the maximum likely level of affordable housing need.
52. For these reasons, I find that the *Supplementary Report* is justified in calculating affordable housing need on the basis that it represents a 38% share of overall housing need over the BDP period. The same calculation method was used in the *Housing Targets 2011-2031 Technical Paper*, September 2013 [H1], and no substantial evidence to challenge its use in either document was brought forward. Based on the objectively-assessed need for 89,000 dwellings overall, therefore, Birmingham’s objectively-assessed need for affordable housing is about 33,800 dwellings. The remaining need, of approximately 55,200 dwellings, is for market housing.
53. The PPG advises that total affordable housing need should be considered in the context of its likely delivery by market-led housing development. An increase in the Local Plan’s total housing requirement should be considered where it could help to meet the need for affordable housing²¹. This point is dealt with in the section below headed *Meeting affordable housing need*.

Meeting the objectively-assessed housing needs

Meeting the overall need for housing – capacity within Birmingham

54. In seeking to meet the objectively-assessed need for housing, the Council’s *Strategic Housing Land Availability Assessment*, published in September 2014 [2014 SHLAA, EXAM 6], demonstrates capacity for 46,830 dwellings over the rest of the BDP period. Adding completions (4,159) and long-term vacant

²¹ PPG, 2a-029-20140306

dwellings brought back into use (793) since 2011 gives a total supply of around 51,800 dwellings over the Plan period as a whole. About 4,500 of these dwellings are on sites under construction and a further 11,000 have full or outline planning permission. Because the subsequent SHLAA was published in November 2015, it was too late to be considered by examination participants, but the overall position it presents is very similar.

55. The SHLAA is prepared on an annual cycle, which includes a “call for sites” and a robust process of reassessment of existing sites, involving some 1,200 site visits. Individual sites are identified as being available for development within five, 10 or 15 years, according to their circumstances. Site capacities are based wherever possible on extant planning permissions or direct evidence from their promoter; elsewhere they are based on standard densities but with appropriate adjustments made to take account of site-specific constraints. For the larger²² housing sites the evidence in the 2014 SHLAA is supported by the Council’s *Site Delivery Plan* [EXAM 25], which provides a more in-depth analysis of the factors affecting their deliverability.
56. Having sought further explanation about the assessments of a number of individual sites, I am satisfied that the SHLAA methodology is sound, and that it provides an accurate account of the sites that are either deliverable within five years or developable in later years, in accordance with NPPF footnotes 11 and 12²³. It is true that a high proportion of the identified sites are relatively small, and that most of the larger sites are located in the inner-city wards (particularly Ladywood and Nechells), rather than the higher-value suburbs. But that is because Birmingham is heavily built-up, with most development opportunities to be found on brownfield land in the older parts of the city. Based on development trends since 2000, in a wide range of economic conditions, there is a realistic prospect that the identified sites will be brought forward for development by the end of the Plan period.
57. Student households are included in the DCLG household projections. The sites identified in the SHLAA include sites with planning permission for just over 4,000 bedspaces in purpose-built student cluster flats and studio apartments. This level of provision is justified by evidence from the city’s universities on the current demand from students²⁴, and DCLG have confirmed that such accommodation should be included in the monitoring of housing supply²⁵.
58. Alongside the identified sites, the 2014 SHLAA includes a windfall allowance for some 7,600 dwellings over the remainder of the BDP period. This figure is based on an annual allowance that is initially set some way below the lowest windfall completion rates of recent years, and then increases gradually over the period to reflect the expected recovery in the housing market. Nonetheless, the maximum annual allowance is less than a quarter of the highest level experienced before the 2008 financial crisis. The calculation of the allowance specifically excludes development of residential gardens. I am

²² Sites for more than 100 dwellings in the city centre and 50 dwellings elsewhere

²³ The identified sites include two Green Belt sites which are allocated for around 5,000 and 350 dwellings respectively in the Plan period. The justification for those allocations, and for not allocating other Green Belt or greenfield sites, is considered under Issue E.

²⁴ See EXAM 6, paras 6.7-6.13.

²⁵ See EXAM 6, Appendix 3.

satisfied therefore that the overall windfall allowance is based on sound evidence and is realistic and achievable. Indeed, in practice it is likely to be exceeded.

59. Finally, the 2014 SHLAA makes a modest allowance of 800 additional dwellings from the Council’s Empty Homes Strategy. There is clear evidence that the Strategy has succeeded in bringing well over 200 long-term empty homes back into use each year since 2011. The allowance of 800 assumes that 200 more will have been brought back into use each year until 2018, when current funding for the Strategy runs out. That is a realistic assumption.
60. Thus the figure of around 51,800 dwellings, derived from the 2014 SHLAA, represents a sound assessment of the potential overall housing land supply during the BDP period.

Meeting the overall need for housing – addressing the shortfall

61. Clearly, the supply of housing land in Birmingham is a long way short of meeting the objectively-assessed need for about 89,000 dwellings. Nonetheless, it will be clear from my findings elsewhere in this report that, on the available evidence, the allocation of additional sites within the city boundaries would not be justified. Accordingly, while submitted policy PG1 makes provision for the development of 51,100 additional homes²⁶, the reasoned justification makes it clear that the Council will work with neighbouring authorities to secure additional provision to meet the overall need. That is not a new situation: the evidence shows that for many years newly-arising housing need in Birmingham has outstripped the capacity of the city to meet it, and so a substantial proportion of Birmingham’s need has been met in other parts of the West Midlands.
62. The principal mechanism for achieving such provision outside the BCC area is now the duty to co-operate, introduced into the 2004 Act by the *Localism Act 2011*²⁷. In my IF I explained why I did not accept the argument put to me, that in order for the BDP to be found sound it would have to set out where the shortfall of housing provision in the city to meet Birmingham’s needs would be met, by reference to specific apportionments in other LPA areas. I noted that it is not within my remit, in examining the BDP, to specify how much land should be allocated for development in any other LPA area. That would require a separate Local Plan, or plan review, examination in each case.
63. Moreover, it would be inconsistent with the NPPF’s emphasis on the need to have up-to-date plans in place, to delay the adoption of the BDP until every other relevant council in the HMA had reviewed their Local Plan to provide for the Birmingham shortfall – a process that could take several years and would delay necessary housing development coming forward within the city itself. In particular, it would delay the release from the Green Belt of the strategic urban extension [SUE] site at Langley (considered under Issue E below).

²⁶ The PG1 figure of 51,100 dwellings derives from the *Housing Targets Technical Paper*, which in turn is based on the 2012 SHLAA. Given the marginal difference of only 700 dwellings from the currently-assessed capacity, it is unnecessary to modify the policy figure. Such marginal fluctuations are to be expected in annual capacity assessments.

²⁷ As s33A of the 2004 Act

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64. NPPF paragraph 47 makes it clear that LPAs are to ensure that their Local Plan meets the full need for housing in the HMA, as far as is consistent with the NPPF’s policies, while paragraph 179 advises that joint working should enable LPAs to meet development needs that cannot wholly be met in their own areas. Thus there is a clear policy injunction on other LPAs to co-operate in allocating land to meet the shortfall in Birmingham. Adoption of the BDP will provide certainty as to the scale of the shortfall and the requirement for it to be met elsewhere in the Greater Birmingham HMA.
65. In my IF, I described the process that is being followed in order to arrive at an agreed distribution of the shortfall to other authorities in the HMA. Since then, the latest stage in the process has been the publication in August 2015 of the *SHNS Stage 3* report, which identifies a series of options for meeting the shortfall. The bodies who commissioned the report (GBSLEP and the BCAs) together cover 13 LPAs across the West Midlands. The next stage is for the GBSLEP itself to assess the options and decide on a preferred option to take forward into the next iteration of its *Spatial Plan for Recovery and Growth* [SPRG].
66. Alongside this, so far seven LPAs in the HMA have committed themselves to a review of their adopted or emerging Local Plans, should this be necessary to address Birmingham’s shortfall²⁸. All this is clear evidence of effective co-operation between LPAs with the aim of meeting the housing needs of Birmingham and the HMA as a whole. While the SPRG is a non-statutory document, both its preferred option and the evidence underpinning it are likely to be material considerations of significant weight when Local Plans are reviewed.
67. Nonetheless, I consider that the duty to co-operate places a particular responsibility on the Council to ensure, as far as they are able to, that appropriate contributions towards Birmingham’s housing needs are made when other LPAs draw up or review their Local Plans. Thus **MM2** is necessary to spell out in policy PG1 itself the full scale of objectively-assessed need, including the need for affordable housing, and that provision needs to be made elsewhere in the Greater Birmingham HMA, through the duty to co-operate, to meet the shortfall within the Plan period. Alongside that, **MM3** is required in order to explain in the policy’s reasoned justification the mechanism for achieving that objective. These modifications are necessary to ensure that the BDP is effective.
68. For the same reasons, new policy TP47 is inserted by **MM84**. It puts the onus on the Council, both to monitor housing land supply and delivery in the city and in other LPA areas, and to take an active role in promoting appropriate provision in Local Plans across the HMA to meet the shortfall in Birmingham. Those requirements are consistent with the duty to co-operate on cross-boundary strategic matters. In my view, they provide an adequate mechanism to secure provision to meet Birmingham’s full housing needs over the Plan period. Should they nonetheless fail to bring forward sufficient housing, either within Birmingham or in the wider HMA, there is a fall-back

²⁸ The seven are Bromsgrove, Cannock Chase, Lichfield, North Warwickshire, Redditch, Solihull, and Stratford-on-Avon.

provision in the policy requiring a full or partial review of the BDP to be undertaken as necessary.

69. As published for consultation, the requirements of MM84 were set out as part of the reasoned justification, but respondents made the valid point that they ought to have policy status in view of their importance to the achievement of the Plan’s strategy. The Council will need to insert appropriate introductory text to the policy as an additional modification. In the light of consultation, the policy requirements themselves, and the monitoring indicators that would trigger them, have been refined in order to ensure that they are sufficiently precise and effective.
70. However, I see no need to change the period of three years (following adoption of the BDP) within which the new policy expects relevant Councils to have submitted a replacement or revised Local Plan for examination. That is a realistic period to allow for the SPRG to be finalised and for Plan reviews to be brought forward. Modified policy PG1 makes it clear that provision should be made within the HMA to meet the Birmingham shortfall in full by the end of the Plan period.
71. While the evidence at this examination demonstrates that around 51,000 dwellings is the maximum that can be provided in the city over the Plan period, it cannot be assumed that the same circumstances will necessarily prevail when any such review takes place. Thus any Plan review that may be required under the terms of the new policy will provide a genuine opportunity to reassess the capacity for housing provision in the city in the light of contemporary evidence. Having said that, setting a fixed date to review the BDP, independent of any evidence of a failure in provision, is unnecessary in the light of national guidance that most Local Plans are likely to require updating in whole or in part at least every five years²⁹.
72. Nor is it necessary for the strategic options set out in *SHNS Stage 3* to be subject to SA, in order to meet the legal requirements for SA of the BDP. Clearly it would be sensible for SA of the strategic options to be carried out, as envisaged in my IF, as part of the process of arriving at a preferred option for distributing the housing shortfall across the HMA. But the effects of implementing the BDP itself arise from the policies and development proposals it contains, not from any development proposals that may be put forward in other Local Plans.
73. A number of responses to the MM consultation drew attention to the alternative method being adopted in the Coventry and Warwickshire HMA for meeting the shortfall in housing land supply in Coventry. A Memorandum of Understanding [MoU] has been drawn up, setting out the distribution of the shortfall to the other LPAs in the HMA, and I understand that all but one have signed it. It is suggested that I should not find the BDP sound until a similar process has been carried out for the Greater Birmingham HMA.
74. Evidently I was not party to the discussions that led to the production of the Coventry and Warwickshire MoU, nor am I aware of all the evidence that has

²⁹ PPG, 12-007-20140306

been presented to Local Plan examinations in that HMA. The MoU appears to be a useful means of securing agreement from LPAs to a proposed distribution of the housing shortfall, but the necessary first step must be to define the proposed distribution to each LPA. However that was done in Coventry and Warwickshire, the method being followed in the different and more complex circumstances of the Greater Birmingham HMA is the GBSLEP- and BCA-led process described above. No robust alternative method of arriving at an evidence-based distribution of the shortfall has been put before me.

75. It is understandable that there should be a desire to see more rapid progress, particularly as publication of the *SHNS Stage 3 Report* occurred some six months later than anticipated in my IF. However, I do not see how the NPPF objective of boosting housing supply would be assisted by delaying adoption of the BDP until the SPRG is finalised, and a MoU has been drawn up and signed by all (or most) of the 14 Greater Birmingham LPAs. There is no convincing evidence to show how taking that stance would speed up progress on the SPRG, or help bring forward Local Plan reviews across the HMA. In the meantime, land for over 5,000 dwellings in the Birmingham Green Belt would remain unreleased.
76. In short, delaying adoption of the BDP at this point would hinder rather than help achieve the goal of meeting housing need.

Meeting affordable housing need

77. Applying the 38% affordable housing share to the overall BDP housing requirement for 51,100 dwellings gives an affordable housing requirement of some 19,400 dwellings. The Council’s *Housing Targets 2011-31 Technical Paper*, September 2013 [H1] indicates that over the BDP period affordable housing providers, including the Birmingham Municipal Housing Trust, registered social landlords and housing associations, are likely to provide about 9,000 new affordable dwellings net (after allowing for the demolition of around 5,000 older or unsuitable dwellings) from their own development programmes. That is a reasonable estimate, having regard to recent trends.
78. In addition to this direct provision, policy TP30 seeks a 35% affordable housing share from all other developments of 15 or more dwellings³⁰, subject to viability. Viability assessments carried out in preparation for the introduction of the Community Infrastructure Levy [CIL]³¹ demonstrated that a substantial majority of typical residential schemes (70%) would remain viable with affordable housing provision at this level, and with CIL charges set at £115 per square metre [psm] in high-value areas and £55 in low-value areas. In the event, however, the Council have chosen to set the high-value CIL rate at £69 psm and the low-value rate at zero, with the express intention of maintaining viability and maximising affordable housing content³².
79. On the basis of this evidence, I am confident that setting the policy requirement for affordable housing on applicable sites at 35% is reasonable.

³⁰ For the evidence supporting the threshold of 15 dwellings see H6, section 10.

³¹ GVA, *CIL Economic Viability Assessment*, October 2012 [IMP4]

³² Inspector’s report on the examination of the draft BCC CIL charging schedule [EXAM 153], paras 53 & 62

On individual sites where it is shown that 35% affordable housing would render a development unviable, policy TP30 allows for a lower level of provision to be made. **MM66** amends the policy in order to make it clear that the 35% requirement applies to all new use-class C3 developments over the 15-dwelling threshold, and to clarify the factors that will be taken into account when considering relaxation of the requirement on grounds of viability.

80. Retirement housing schemes vary widely in character, from those that are little different from mainstream housing, to those providing substantial extra care for residents. It is therefore difficult to make a general assessment of the effects of policy TP30 on their viability. However, many schemes providing higher levels of care will fall into use class C2, and so will be exempt from the policy’s requirements. The evidence submitted to the Birmingham Community Infrastructure Levy [CIL] examination suggested that retirement housing in the C3 use class would display similar overall viability characteristics to conventional housing schemes³³. Moreover, policy TP30 allows for specific viability issues to be considered at the development management stage. Consequently, excluding Class C3 retirement housing from the policy’s provisions is unnecessary to ensure the viability of the Plan.
81. The *Technical Paper* estimates that policy TP30 would deliver about 10,500 affordable homes over the Plan period, based on the proportion of sites over the 15-dwelling threshold identified in the then-current 2012 SHLAA. From my own assessment of the 2013 and 2014 SHLAAs, I consider this to be a cautious estimate. In addition, it is reasonable to assume that affordable housing would be provided on most windfall sites above the threshold. Thus, when the direct provision of 9,000 dwellings is also taken into account, there is a very good prospect that the affordable housing requirement for 19,400 dwellings within Birmingham will be met. Indeed, evidence from recent SHLAAs indicates that it may be exceeded.
82. Given the lack of available sites to provide more than about 51,000 new dwellings overall in the BCC area, the total BDP housing requirement cannot be raised to help to meet more of the need for affordable housing, as is suggested in the PPG. Consequently, particular attention will need to be paid to ensuring that the balance of affordable housing need is met from development outside the city, during the ongoing process of identifying sites elsewhere in the HMA to meet the Birmingham shortfall. **MM84** amends the Plan’s monitoring indicators accordingly. As part of that process, the Council will need to carry out regular reviews of likely affordable housing delivery from sites within the city, using the latest available evidence, so that all parties have the best possible understanding of the amount of affordable housing that needs to be provided on sites in other LPA areas.

The housing trajectory and the five-year housing land supply

83. As submitted, policy TP28 set out a stepped trajectory for the delivery of the overall housing requirement. Annual average housing delivery would rise in four steps from 1,300 dwellings a year (dpa) in the early years of the BDP period, to 3,090 dpa from 2021 onwards. However, that trajectory appeared

³³ See EXAM 153, para 62.

inconsistent with evidence in the 2014 SHLAA about the rate at which housing sites would come forward for development.

84. Accordingly, **MM62** sets out a substantially revised delivery trajectory. The modification reduces the number of steps to three and greatly increases the proportion of housing coming forward earlier in the Plan period. **MM63** adds the important qualification that the annual provision rates in the trajectory are not ceilings and that higher rates of provision will be encouraged wherever possible.
85. Over the first four years of the Plan period, 2011-15, the modified trajectory broadly reflects the actual amount of housing that has been developed. There is then a very substantial step-up in the annual rate, from 1,650 to 2,500, for the three years 2015-18. This reflects improving conditions in the housing market and the consequent uplift in expected completions, as evidenced in the 2014 SHLAA. From 2018 and for the rest of the Plan period there is a further step-up in the delivery trajectory to 2,850 dpa, largely accounted for by the output from the Langley SUE which is expected to reach maximum annual output by that date.
86. An alternative approach would have been to set the delivery trajectory as a “flat” annual average of the overall housing requirement across the whole Plan period, ie 2,555 dpa. However, that would not reflect the actual pattern of need, which the evidence demonstrates is likely to increase more rapidly after 2021 than before. Moreover, that alternative approach would be unrealistic, in that it would impose a retrospective requirement for the years 2011-15 that could not be met simply by increasing the supply of housing land from 2015 onwards.
87. In other areas that do not face similar constraints on supply, it might well be possible to make up the resulting “shortfall” in provision between 2011 and 2015 quickly, by allocating additional sites for development in the next five years (under what is known as the *Sedgefield method*). That option does not exist in Birmingham, where all the available sources of supply, and their likely timescale for delivery, have been accounted for in the modified policy TP28 trajectory.
88. For these reasons I consider that the housing delivery trajectory set out in policy TP28, as amended by MM62 & MM63, is sound. It will facilitate the most rapid possible provision of housing within the city to meet the objectively-assessed needs, and will promote the NPPF’s goal of boosting significantly the supply of housing immediately upon adoption.
89. The modified TP28 trajectory will be used as the basis for calculating the five-year supply of housing land in accordance with NPPF paragraph 47. On that basis, EXAM 161 demonstrates that a five-year supply of housing land will be available when the Plan is adopted, and can be maintained. The figures for 2015-20 are a five-year requirement of 13,860 dwellings, and a deliverable five-year supply of 14,536 dwellings (5.2 years’ supply). The five-year supply ratio increases in subsequent years, up to 5.5 years from 2018 onwards. Additional “headroom” is likely to be provided by further windfalls coming forward in line with historic trends, but not included in the cautious assessment made in the SHLAA.

90. EXAM 164 provides a later iteration of the five-year supply position, based on the 2015 SHLAA. This envisages rather more housing coming forward between 2015 and 2017 and somewhat less in future years. Although the overall total is very similar to that envisaged in EXAM 161, the effect is to boost the five-year supply ratio in the first two years and to reduce it thereafter. While the supply ratio from 2018 onwards appears very tight, at 5.1 or 5.2 years, the figures in the table do not take account of the fact that, in practice, the forecast excess of supply over requirements in the early years will be rolled forward to inflate the supply ratio in future years. As with EXAM 161, additional windfalls are also likely to come forward.
91. It is also valid to point out that in circumstances where housing land supply is constrained, as in Birmingham, it is the available supply that, in effect, dictates the overall housing requirement for the city. This means that a fairly tight five-year supply ratio is unavoidable if the objective of boosting housing provision is to be pursued. It would make no sense, for example, to set artificially low targets in the early years in order to increase the supply ratio later on. The housing trajectory must be set to encourage the maximum possible output in each year of the Plan period, as MM62 does for the BDP.
92. The five-year supply calculations assume that a 5% buffer is required, on the basis that there has not been a record of persistent under-delivery of housing in Birmingham. That is appropriate, given that all the applicable pre-BDP housing targets³⁴ for the period since 2001 were comfortably exceeded, notwithstanding a downturn in provision after the 2008 financial crisis.

Specific policy requirements for new housing

93. Policies TP26, TP27 and TP29 to TP32 are concerned with the quality and sustainability of housing development. A number of modifications are necessary to ensure that they are effective and consistent with national policy.
94. Accordingly, **MM60 & MM61** amend TP26 and TP27 to ensure that they take adequate account of watercourses and flood prevention requirements, and to clarify that necessary infrastructure should be put in place before the new housing for which it is required. **MM64** adds market signals and local housing market trends to the list of factors in policy TP29 that should be taken into account when deciding on the mix of housing types and sizes in any individual scheme. **MM65** amends the reasoned justification to recognise the role of the new-build private rented sector in overall housing provision, and the particular characteristics that must be taken into account when considering planning applications.
95. Policy TP29 sets out target densities for residential development in the city centre, in areas well served by public transport, and elsewhere³⁵. Given the substantial shortfall in housing land in Birmingham overall, it is sensible to seek to maximise the yield from each development site, and there is no clear evidence to support the claim that a minimum target density of 40dph is

³⁴ Targets were set in both the UDP and the *West Midlands Regional Spatial Strategy*. The latter was revoked in 2012.

³⁵ These do not apply to the Langley SUE, for which specific density requirements are contained in modified policy GA5 (see Matter E).

incompatible with the provision of family or specialist housing. Nonetheless, since the existing monitoring evidence is not comprehensive, it would be beneficial for the densities actually achieved in future developments to be carefully monitored against the target densities³⁶. If this monitoring shows it to be necessary, the latter should be reassessed in the next review of the Plan.

96. While policy TP29 allows scope for variation from the target densities, the circumstances in which lower densities would be appropriate need further definition: this is provided by **MM64**, **MM67 & MM68** respectively rectify an omission in the policy TP31 list of existing housing areas that will be priorities for regeneration efforts, and clarify the policy TP32 criteria for design and layout of new student accommodation. These changes are necessary for effectiveness.

Conclusion on Issue B

97. Drawing all the above points together, I conclude on Issue B that, subject to the necessary main modifications I have recommended in the interests of soundness, the BDP appropriately identifies housing needs and sets out effective measures to meet them in accordance with national policy.

Issue C – Does the BDP make adequate and appropriate provision to meet the accommodation needs of gypsies, travellers and travelling showpeople?

98. Gypsy and traveller accommodation needs in Birmingham are the subject of the recent *Birmingham Gypsy, Traveller and Travelling Showpeople Accommodation Assessment*, May 2014 [H5]. It identified a need for eight additional Gypsy and Traveller pitches over the Plan period, of which four would be required in the five years 2014-19. A Gypsy and Traveller transit site of between 10 and 15 pitches is also required. The Travelling Showpeople requirement for two additional plots over the Plan period can be met at the existing yard on Shipway Road. There is no evidence to cast doubt on the reliability of this assessment, nor evidence of unmet needs from other areas that would affect the requirement for provision in Birmingham.
99. As submitted, the Plan made no provision to meet the identified five-year need for Gypsy and Traveller pitches, and so was not compliant with national policy in *Planning Policy for Traveller Sites* [PPTS]. However, this is rectified by **MM69** to policy TP33, allocating sites for Gypsy and Traveller accommodation at Hubert St / Aston Brook St East and Rupert St / Proctor St.
100. Both sites are Council-owned and located close to main traffic routes. Having visited them I consider that both are suitable for their intended use, with no substantial evidence to show that this would be prevented by land contamination. The latter site is currently in use as a private car park. It had 25 vehicles on site and was about one-third full when I visited on a weekday afternoon. This is an industrial area and there was very heavy parking on the

³⁶ MM84 will bring residential density monitoring categories into line with the target densities in policy TP29: see Issue M.

streets in the immediate vicinity. However, there was ample, free on-street parking space available a short walk away, in Avenue Road and Chester St. There is therefore no reason to suppose that the closure of the car park will lead to significant additional congestion in the area.

101. The allocated sites are of sufficient size to provide at least a five-year supply of permanent pitches and will meet the full identified need for transit pitches. In my view there is a very good prospect that they will come forward in the near future. It may also be possible to accommodate the remaining Plan-period requirement for permanent pitches on these sites. If not, the City Council are committed to seeking an additional site within a broad area of search comprising the south-west quadrant of the city’s urban area. That area has been chosen having regard to the location of existing unauthorised encampments. **MM70** ensures that these provisions, also needed for compliance with PPTS, are set out clearly in the Plan.
102. In accordance with PPTS, policy TP33 also includes criteria to guide decision-making on other planning applications for traveller accommodation that may come forward. As submitted, some of these were excessively onerous, imposing disproportionate requirements on traveller site proposals compared with what would be expected of other residential developments. Those excessive requirements are deleted or amended by **MM69**, while **MM70** amends the reasoned justification to explain the purpose of the criteria and to clarify the policy approach to traveller site proposals in the Green Belt so as to reflect national guidance. In view of the criterion in policy PG3 requiring new developments to create safe environments that design out crime, I see no need in TP33 for a specific requirement to consult the police on planning applications.
103. Subject to the identified modifications which are necessary for soundness, the BDP makes adequate and appropriate provision to meet the accommodation needs of gypsies, travellers and travelling showpeople.

Issue D – Does the BDP make adequate and appropriate provision to meet employment development needs?

Need for office floorspace and employment land

104. Warwick Economics and Development’s *Employment Land and Office Targets Study* (2013) [ELOTS, EMP4] provides the basis for the BDP’s employment development requirements. The Study examines the policy, economic, demographic and property market factors influencing future employment development in Birmingham. Its “most likely” estimates of demand for land and floorspace over the Plan period are derived by integrating a range of estimates based on growth projections and past completion rates. An “accelerated development scenario” is also assessed, and a small adjustment is made to take account of the likely economic impact of HS2 Phase One.

105. This is a robust methodology leading to realistic demand estimates. In my view it is to be preferred to the alternative approach of Regeneris³⁷, which is based on past take-up rates alone and so may not adequately allow for future growth. While there is merit in the argument that a forecast based purely on gross value added would be likely to overstate future demand, ELOTS avoids this danger through its integrated approach. The ELOTS estimates were not challenged by any other comparable evidence.
106. Policy PG1’s office floorspace requirement figure of 745,000sqm is close to the mid-point between the “most likely” and “potential maximum” figures (the latter based on the “accelerated development scenario”) and reflects the ELOTS recommendations. Also as recommended by ELOTS, an overall employment land requirement figure of 407ha over the Plan period (comprising 320ha for industrial uses and 87ha for storage and distribution) reflects the “most likely” scenario, adjusted to take account of HS2 effects.

Employment land categories

107. ELOTS further differentiates this employment land requirement into four categories: Regional Investment Sites [RIS], and Best Urban, Good Urban and Other Urban land. It says that the past property market in Birmingham suggests that around 11% of demand, some 45ha, could be required on larger, Regional Investment Sites between 2012 and 2031. On the same basis, about 224ha of Best Urban Land would be needed, 118ha of Good Urban Land, and 20ha of Other Urban Land³⁸.
108. The categories are defined in BDP policies TP16 and TP17. It may well be that, especially from the point of view of potential occupiers, there is very little functional difference between the RIS and Best Urban categories, as both are intended to provide large, high-quality sites attractive to national and international investors (whereas the less valuable Good Urban and Other Urban land is appropriately intended mainly for local companies).
109. But whatever may be the origins of the RIS concept, the evidence makes it clear that a continuing supply of large, high-quality sites (whether designated as RIS or Best Urban) is essential if Birmingham is to meet locational requirements for future business investment and expansion³⁹. The key policy distinction made by the BDP is that warehousing uses are generally permitted on Best Urban sites, but only permitted on RIS where they are ancillary to other employment uses.
110. There are two RIS in Birmingham, at Aston and Longbridge. Each is designated in an adopted *Area Action Plan* [AAP, G2, G5], which sets out a range of regeneration objectives for the area it covers. Aston is a relatively disadvantaged inner-city area while Longbridge has experienced large-scale job losses with the closure of the MG Rover car plant in 2005. In both areas, providing substantial job opportunities both to meet existing skills and to

³⁷ Regeneris Consulting, *BDP Representations: Longbridge RIS*, paras 3.27-3.32 – Appendix 1 to the Matter J Hearing Statement of Planning Prospects

³⁸ EMP4, paras 5.16, 5.27 & Table 5.12

³⁹ See, for example, EMP3, Figure 3.5 and para 3.13.

develop the local skills base further are important social as well as economic objectives.

111. These particular local circumstances justify the requirement in policy TP17 for B1 and B2 uses on the RIS, subject to **MM49 & MM50**, which replace an unclear and ineffective policy reference to “high-quality” uses with a fuller explanation in the reasoned justification. Through the AAPs, the restriction on warehousing has already been in force for several years and there is no substantial evidence to indicate that it has significantly held back development on either RIS.
112. Nonetheless, under Issue F below I consider the status of the Longbridge AAP, which is over six years old and pre-dates the NPPF. Within the scope of policy TP17, any future review of the AAP should re-examine the specific use-class and employment type floorspace requirements set out in its Proposal RIS1, to ensure that they reflect current circumstances and national policy. In particular, the AAP Review will be the place to consider the continuing relevance of the technology park concept which underpins its RIS proposals. The need for such consideration is underlined by a 2010 appeal decision⁴⁰ which found no justification for the Council’s proposed condition seeking to limit the specific uses to which an office development on the RIS could be put.

The reservoir approach

113. A large proportion of the completed employment development in Birmingham over the 10 years 2003-13 – some 11ha a year on average – was on previously-developed land⁴¹. While many of the better sites have now been taken up, there is still potential for further recycling of previously-developed land, particularly for Good Urban and Other Urban category developments. Thus policy PG1 expresses the employment land requirement as a rolling “minimum five-year reservoir” figure of 96ha, excluding RIS. Policy TP16 breaks down the reservoir figure by category. Over the whole Plan period, and also taking into account the 45ha RIS requirement, the combined five-year reservoir figures equate to the total of 407ha recommended by ELOTS.
114. This flexible “reservoir” approach allows for peaks and troughs in the demand for employment land. It is appropriate in Birmingham in view of the substantial opportunities for land recycling. However, careful monitoring of planning permissions and site availability will be necessary to ensure that the reservoir is maintained.
115. Given that sites will need to be found outside the city boundary for around 40% of Birmingham’s housing needs, it was suggested that other LPAs in the HMA should make some employment allocations outside the city to complement the “displaced” housing. That is principally a matter for the LPAs concerned. However it would be a mistake, in my view, to reduce the BDP’s evidence-based office and employment land requirements in response to the shortage of available land for housing. Restricting the availability of land for economic development would be likely to have negative consequences not just

⁴⁰ Ref APP/P4605/A/09/2115711 – Appendix 2 to the Matter J Hearing Statement of Planning Prospects

⁴¹ EMP4, para 7.2

for Birmingham but also for the wider region, given the leading role the city plays in the West Midlands economy.

Office floorspace and employment land provision

116. Policy TP20 allocates the vast majority of the Plan’s office floorspace requirement, 700,000sqm, to the City Centre, including the designated City Centre Enterprise Zone, and the remainder to Sutton Coldfield Sub-Regional Centre and the three District Growth Points. There is also scope for some limited additional provision to come forward at other District and Local Centres. The distribution reflects the relative accessibility of these locations as well as site availability, with land for some 745,000sqm being available in the City Centre, according to ELOTS⁴². There was no substantial evidence to cast doubt on the capacity of the various areas to meet these allocations.
117. The RIS employment land requirement is effectively met by the allocations at Aston and Longbridge. In the Best Urban category, currently-available development land amounts to about 43ha, with a further potential 24ha identified as not currently-available⁴³. The currently-available supply is therefore some way below the minimum five-year reservoir figure of 60ha. At the same time, total identified supply over the whole Plan period (made up of completions, currently- and not currently-available land) is only about 84ha against a requirement of 224ha. Moreover, some 29ha of the currently-available supply is concentrated at one location, The Hub at Witton. All the other currently-available sites are less than 3ha in size.
118. The Best Urban category, by area, accounts for more than half the overall employment land requirement identified by ELOTS. As the principal source of land for inward investment into Birmingham it is very important to the city’s future prosperity. Thus it is vital that the BDP secures an adequate supply.
119. The extensive, largely disused railway land at Washwood Heath was previously identified in the Best Urban category. But most of it is now very unlikely to be available for other employment development in view of its protection under the *HS2 Phase One Safeguarding Directions* as the proposed site for the HS2 rolling-stock maintenance depot. Notwithstanding the representations that have been made to Parliament on this matter, on current evidence it would be imprudent to place reliance on the land becoming available through cancellation of the HS2 project or location of the maintenance depot elsewhere. However, it is appropriate that the land should retain its current designation as a Core Employment Area for as long as this possibility remains.
120. HS2 are committed to minimising land-take at Washwood Heath and returning the residual land to the market as early as possible. However this appears unlikely to happen before the later 2020s, and the 16ha residual area (on current plans) will at most make only a small contribution to the Best Urban supply. Indeed, that contribution may well be cancelled out or even exceeded by the demand for replacement sites for existing businesses displaced by the HS2 developments.

⁴² EMP4, para 7.7

⁴³ See EXAM 42. These figures were current when the hearing session took place in October 2014.

121. There is another potential source of Best Urban land at the Birmingham Wheels Park site at Bordesley, of about 30ha. However, as I make clear under Issue F below, appropriate alternative premises need to be found for the existing sports facilities on the site before it is redeveloped for employment use. There are also land contamination issues to be resolved. While neither of these factors is insurmountable, they mean that the Wheels site is unlikely to become available in the short term.
122. In the BDP the Council propose the allocation of a strategic employment site at Peddimore, in the Green Belt to the east of the Langley SUE allocation. Even though the site was rejected by the inspector who examined the 2005 UDP, I must consider whether the allocation is sound in the light of present-day circumstances.
123. The 71ha Peddimore site would boost the total identified Best Urban supply from 84ha to 155ha, and so go a long way towards meeting the Plan period requirement of 224ha. Its size and good road transport links are likely to make it attractive to developers, and it would provide local employment opportunities for residents of the SUE and the surrounding neighbourhoods. No other extensive areas of potential Best Urban development land in the city, either greenfield or previously-developed, were brought to my attention.
124. Reference was made to a study of potential large employment sites across the West Midlands, and to proposed developments at Birmingham International Gateway and UK Central, both of which lie outside the BCC area. But I am not in a position to consider whether or not sites outside Birmingham would be suitable for development. Nor would it be acceptable to hold up adoption of the BDP for an indefinite period pending discussions among a wide range of stakeholders on regional priorities for employment development. There is a well-evidenced shortfall of Best Urban land to meet the city’s own development needs that should be met as far as possible by this Plan.
125. Consequently I find that the Peddimore allocation is justified in terms of meeting economic development needs. It is required as soon as possible, in order both to overcome the shortfall in the reservoir of currently-available Best Urban land and to contribute to the overall Plan-period requirement. Justification for its allocation in respect of SA and Green Belt policy is considered under Issue E below.
126. Currently-available land in the Good Urban and Other Urban categories amounts to some 21ha and 6ha respectively. The Other Urban five-year reservoir target is met but there is a shortfall of some 10ha against the target for Good Urban land. A further 25ha of not currently-available land is likely to contribute to the supply in future years, and based on past evidence other recycling opportunities are likely to come forward. Nonetheless, the present shortfall is a matter of some concern which will need careful monitoring, and remedial action by the Council should the situation persist.

Other employment policy matters

127. The BDP identifies Core Employment Areas as the focus of Birmingham’s industrial activity and the location for some of the city’s major employers. Development in these areas is limited by policy TP18 to the B1(b), B1(c), B2

and B8 use classes and *sui generis* uses that are appropriate to industrial locations. All other employment land and premises (apart from the RIS which are covered by policy TP17) are subject to policy TP19, which allows for changes to other uses in defined circumstances.

128. I consider that this approach strikes the right balance between safeguarding those defined areas that are most important to the continuing industrial strength of the city, and applying a more flexible approach in other areas when it can be shown that continuing employment use of a site is inappropriate or unviable. The Policies Map and the relevant illustrative plans are to be altered to take account of recent planning permissions⁴⁴ and other significant inconsistencies.
129. Otherwise, there is no strong case at present for altering the boundaries of the designated Core Employment Areas, notwithstanding the occasional presence of non-industrial uses within them. However, it is important that they are kept under regular review to ensure that their continued protection is justified. This is provided for by **MM52**, while **MM51** clarifies the definition of the uses permitted by policy TP18 to ensure its effectiveness.
130. While the evidence clearly indicates that there is a continuing need for large sites, actual take-up will ultimately be determined by demand. Employment development that is otherwise appropriate ought not to be discouraged solely on grounds of size. Thus I would not support the suggestion that there should be a policy preventing the sub-division of RIS and other large employment sites.
131. Policy GA6 specifies that, in common with the Core Employment Areas, development at Peddimore is to be limited to B1(b) & (c), B2 and B8 uses, with 40ha of the site safeguarded for B1(c) and B2 uses only. Both these measures are justified in the light of the overall need for Best Urban land and the balance of need for manufacturing and warehousing established by ELOTS. But the suggestion that B8 use should be prevented on any part of the site, while motivated by an understandable desire to maximise employment opportunities, would make the policy too inflexible. Given the shortage of large Best Urban sites elsewhere in the city, land needs to be made available for B8 development at Peddimore.
132. Policy TP19, as submitted, sought inappropriately to rely on a SPD to define the tests applicable to proposed changes of use: this is rectified by **MM53 & MM54** which embed the tests within the policy itself. The tests themselves, including the marketing requirements, are not unduly onerous in the context of the overall shortfall in the identified supply of employment land. **MM53** also removes the provision which would have required successful applicants for change of use under TP19 to make a financial contribution towards upgrading other nearby employment land. That general requirement would not comply with the statutory limitation on the use of planning obligations set out in the *Community Infrastructure Regulations 2010* (as amended), or the corresponding guidance in NPPF paragraph 204.

⁴⁴ Including a residential permission at the Royal College of Defence Medicine, Longbridge, which was issued too late for the Policies Map change to be published alongside the MMs

Conclusion on Issue D

133. In the light of the above points I conclude that, subject to the MMs identified as necessary for soundness, the BDP makes adequate and appropriate provision to meet employment development needs.

Issue E – Does the BDP comply with national policy in its approach to the Green Belt? Are the allocations of Green Belt land for a SUE at Langley, employment development at Peddimore, and residential development at Yardley justified and deliverable? Should other Green Belt or greenfield allocations be made?

The Green Belt policy approach

134. Policy TP10 sets out the BDP’s overall approach to development within the Green Belt boundary. Elsewhere in the BDP, alterations to the boundary are proposed in order to allocate for development land at Langley, Peddimore and Yardley that is currently part of the Green Belt. NPPF paragraph 83 advises that such alterations to Green Belt boundaries should only be made in exceptional circumstances. The justification for these particular alterations is considered in the following sections.

135. Policy TP10 also sets out the policy basis for considering future development proposals within the revised Green Belt boundary. As submitted, it is effective and consistent with national policy except in two respects. First, it contains references to “Green Wedges”, which might cause confusion by suggesting that this is a policy designation distinct from the rest of the Green Belt. In fact, as was explained at the hearing, it is meant as a purely descriptive term and can be removed without altering the policy’s intended meaning. Secondly, the last sentence of the policy needs to be reworded so as to remove any potential for conflict with national Green Belt policy towards outdoor sport and recreational facilities. Subject to **MM41**, which makes the necessary modifications, policy TP10 is sound.

Langley SUE and Peddimore employment allocations

136. The Langley SUE and Peddimore employment allocations under policies GA5 and GA6 are the most controversial proposals in the BDP. Some 6,000 objections were made to them at pre-submission stage, community groups opposing them appeared at several hearing sessions, and the local MP, Andrew Mitchell, also attended one of the hearings to express his views. The reaction is readily understandable, since the two sites occupy a substantial proportion of the remaining Green Belt land within the city boundary. For the most part they are currently in agricultural use, and they are valued by residents of Sutton Coldfield and surrounding areas, particularly for the extensive views of open countryside that they offer, the wildlife they support, and the opportunities to use the public rights of way that cross them.

Pre-submission SA and assessment work (“Stage 1”)

137. The Council’s decision to allocate the sites at Langley and Peddimore followed a lengthy process of assessment, including SA. The October 2012 BDP *Options Consultation* document [HTY11] was produced in response to the March 2012 publication of the NPPF, with its requirement to meet objectively-assessed needs, and to the publication of Census figures and ONS projections of higher population growth than had been indicated by earlier figures. At the time, the resulting housing need up to 2031 was projected to be between 75,000 and 95,000 dwellings⁴⁵, thus encompassing the figure of 89,000 which is now the objectively-assessed level of need.
138. The 2012 Interim SA [HTY14], which was prepared to support HTY11, assessed three strategic options for development. The “do-nothing” Option 1 would have meant keeping development over the BDP period at the same levels as envisaged in the 2010 *Core Strategy Consultation Draft* [HTY7] (including around 45,000 new dwellings). The other two options involved accommodating additional growth within the existing urban area (Option 2), and strategic release of Green Belt land for development (Option 3).
139. Option 2 fared worst by far in the Interim SA. That is unsurprising because among other things it would have involved building on some, and intensifying the use of other, existing green spaces within the built-up area, and significantly increasing the density of development in suburban areas. The option attracted negative scores on four of the eight groups of SA objectives, including natural resources and waste, pollution and economic growth.
140. The results for Options 1 and 3 were rather closer. The appraisal summary found that Option 1 would be environmentally preferable, but would have negative social impacts and, to some extent, negative economic effects. Option 3, on the other hand, would have clear economic benefits, some negative environmental effects (with potential for mitigation of some of these) and mixed social effects.
141. Overall, while it is clear that none of the three options would have exclusively positive effects, HTY14 supports the rational conclusion that Option 3 is the option most consistent with the objective of promoting sustainable development⁴⁶. I therefore find that it provides a sound basis for the Council’s decisions to reject the reasonable alternatives of Options 1 and 2, to promote Option 3 (strategic Green Belt release) in HTY11, and to take it forward into the preparation of the pre-submission version of the BDP [SUB1]. A summary of the HTY14 assessment appears in section 3.2 of EXAM 154.
142. The Council also carried out a preliminary assessment of potential strategic Green Belt sites, which is summarised in section 3 and Appendix 1 of the October 2013 *Green Belt Assessment* [PG1]. It found that only four areas of Green Belt land in the city, all lying to the north and east of Sutton Coldfield, were of adequate size and sufficiently free of other constraints to be

⁴⁵ HTY14, para 1.1

⁴⁶ On the basis that sustainable development has three dimensions: economic, social and environmental (NPPF para 7)

considered for allocation⁴⁷. That is a sound judgment, which was not substantially challenged during the examination. However, while some of the evidence base for PG1 has informed the subsequent SA work, the specific justification given in Stages 2 and 3 of PG1 for choosing the Langley and Peddimore sites for allocation in the BDP has effectively been superseded by the later stages of the SA.

Identified deficiencies in SA and subsequent work undertaken

143. HTY14 thus represented the first of what can be seen as three distinct stages of SA work supporting the eventual allocation of the Langley and Peddimore sites in the 2013 pre-submission version of the BDP [SUB1]. Although I have found that the first stage provided a sound basis for the selection of Option 3 (strategic Green Belt release), in my IF I identified substantial deficiencies in the second and third stages of the SA⁴⁸. The further SA work that was undertaken on the Council’s behalf in response, and the consultation that took place thereon, are described in the Introduction above.

144. For the reasons set out below, I consider that the further SA work, which is brought together in the Revised SA report of June 2015 [EXAM 154], has repaired the deficiencies I identified in the earlier SA reports. The judgment in the *Cogent Land* case⁴⁹ established that defects in a SA Report may be cured by a later document.

145. In considering EXAM 154 it is important to bear a number of key points in mind. First, as the PPG makes clear, SA is about all three aspects of sustainable development – *it ensures that potential environmental effects are given full consideration alongside social and economic issues*. Secondly, it should be proportionate, focussing on the impacts that are likely to be significant. *It does not need to be done in any more detail, or using more resources, than is considered to be appropriate for the content and level of detail in the Local Plan*. Thirdly, modifications to it *should be considered only where appropriate and proportionate to the level of change being made to the Local Plan*⁵⁰.

146. Finally, and perhaps most importantly, the SA report is part of the evidence base supporting the Plan, and is to be examined as such. While it *should help to integrate different areas of evidence and to demonstrate why the proposals in the Local Plan are the most appropriate*⁵¹, SA is not a mathematical formula or a precise science. In deciding which reasonable alternative to pursue at each stage, professional judgment is required both in assessing the likely significant effects of each alternative, and in weighing the relative importance of those effects.

⁴⁷ See HTY11, Appendix, pp4-5, and PG1, Appendix 1.

⁴⁸ As reported in the October 2013 SA Report on the Pre-Submission BDP [HTY17].

⁴⁹ *Cogent Land LLP v Rochford DC* [2012] EWHC 2542 (Admin): see paras 124-127.

⁵⁰ PPG, ID 11-001-20140306, 11-009-20140306 & 11-021-20140306

⁵¹ PPG, ID 11-022-20140306

Strategic option-testing (“Stage 2”)

147. My IF identified the following crucial defect in the second stage of the earlier SA work: that it failed to explain why alternative SUE sites were assessed on the basis that what was being sought was a single site for 5,000 dwellings, rather than site(s) for a range of between 5,000 and 10,000 dwellings as stated in HTY11.
148. In response, the March 2015 Revised SA [EXAM 146] contained a new section 5.1: *Testing the Scale of a Sustainable Urban Extension*, comparing the sustainability effects of SUE(s) at two different scales: around 5,000 dwellings, and up to 10,000 dwellings. Then, in the light of comments made during focussed consultation on EXAM 146, section 5.1 in EXAM 154 widened the assessment to include the effects of SUE(s) at two additional scales: 500-3,000 dwellings, and around 7,500 dwellings.
149. This stage of the assessment was carried out on a non-site-specific basis. That was appropriate given that its purpose was to test alternative scales of development at the strategic level. Introducing site-specific factors would have greatly complicated that assessment process. Specific comparisons between potential SUE sites were appropriately carried out at the subsequent, third stage.
150. The results of the second-stage assessment are set out in summary format in Table 5.1 of EXAM 154, with an accompanying commentary. More detailed appraisal tables are in Annex B. On page 79 the report makes it clear that the tables give a score for the performance of each option against each of 28 sustainability objectives, and the meaning of each possible score is clearly set out. The sustainability objectives themselves were developed to reflect the key sustainability issues for Birmingham, in a scoping report [HTY12] which was also the subject of consultation.
151. This is a common, and perfectly reasonable, SA method. It is, however, necessary to recognise that, with this method, the absolute scores given to each option in isolation are somewhat less important than the scoring of the options in relation to one another. In other words, whether (for example) option X is given a positive or negative score against any particular objective is less significant overall than whether its score against that objective is better or worse than option Y’s – always provided, of course, that the scoring is done consistently for all options.
152. It is also necessary to recognise that, as indicated in the previous sub-section, the choice of one option over another cannot be arrived at simply by adding up their respective scores and comparing the results. Judgment must be used to determine, for example, whether a better performance against one group of objectives is more or less important than a worse performance against another.
153. In Table 5.1 the 500-3,000 dwelling option scores significantly worse than the rest against the group of objectives concerning sustainable transport and climate change. This is largely because developments of that size are seen as having difficulty, whether individually or in combination, in supporting the level of public transport and other facilities (schools, shops etc) needed to keep

traffic growth within acceptable limits. In view of the substantial public transport investment likely to be needed in a SUE (see below), and the evidence on the scale of development needed to support local facilities including a secondary school⁵², that is a justified conclusion.

154. From the commentary accompanying Table 5.1 it is clear that this was the key factor in the decision not to take forward the 500-3,000 dwelling option to the next stage of the SA. Although the option also attracted a worse score than the rest against a number of other objectives, the fact that they are not mentioned in the commentary indicates that they carried less weight in the decision. In my view that was appropriate.
155. The impact of future development on transport patterns and climate change is, self-evidently, a central matter to be considered in the SA. It is also clear from the responses to consultation on the BDP that the traffic impact of the proposed SUE is one of the local residents’ main concerns. Against the related sustainability objectives, the 500-3,000 dwelling option justifiably achieved worse scores than any of the others, and on no objective did it achieve a better score than the preferred 5,000-dwelling option. In all these circumstances it was entirely reasonable for the 500-3,000 dwelling option not to be taken forward to Stage 3 of the SA.
156. Even if it is the case that smaller developments could be brought forward more quickly than a 5,000-dwelling SUE, as some responses to consultation suggested, I consider that any short-term benefits of this would be outweighed by the longer-term environmental cost.
157. For the other three options – developments of 5,000, 7,500 and 10,000 dwellings – the assessment results in Table 5.1 are more closely grouped. Economic benefits increase with the size of the development, as do the benefits of housing provision, including affordable housing. Against these objectives, the preferred 5,000-dwelling option scored less well than the others.
158. On the other hand, both bigger options scored significantly worse than the preferred option against the objectives concerned with efficient use of land, built and historic environment, natural landscape and biodiversity. There are also differences between these three options’ scores against the objectives dealing with sustainable transport, reducing climate change and air quality.
159. Taking these objectives in turn, I am not convinced of the justification for giving a worse score for efficient use of land to the 7,500- and 10,000-dwelling SUE options than to the smaller options. The Appraisal Criteria table on page B1 of EXAM 154 defines this objective more precisely as *Encourage land use and development that optimises the use of previously-developed land and buildings*. Evidently the amount of greenfield land-take would increase according to the size of the SUE. But in the specific context of Birmingham, where the Plan already contains measures to maximise the use of previously-developed land for development, I have seen no clear evidence to

⁵² See EXAM 154, footnote 42, and PG1, para 2.2.3.
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demonstrate that any such increase would affect the use of previously-developed land or buildings.

160. However, EXAM 154 is fully justified, in my view, in giving negative scores to the 7,500- and 10,000-dwelling options against the natural landscape and biodiversity objectives. All the potential SUE sites are largely undeveloped and for the most part are used for agriculture or other countryside purposes. In these circumstances it is reasonable to conclude that developing twice as much land, or half as much again, as for the 5,000-dwelling option would have commensurately greater adverse impacts, both on the rural landscape around Sutton Coldfield and on its potential for supporting wildlife.
161. It may well be that the 5,000-dwelling option would also have harmful effects in these respects. But that would not change the fact that the 7,500- and 10,000-dwelling options would have significantly greater adverse impacts, as reflected in their relative scoring.
162. The negative scoring for the two biggest options against the built and historic environment objective is explained in Appendix B as being essentially due to the need for these options to use more land than the preferred 5,000-dwelling option. I find this unconvincing as it implies a linear relationship between the amount of land-take and impact on the historic environment, whereas in reality historic buildings and other assets are likely to be found in discrete locations and can often be safeguarded in new development⁵³. Moreover, impact on the built, as distinct from the historic, environment is mainly a matter of design quality. There is no reason why this cannot be achieved in a bigger development as much as in a smaller one. In my view, therefore, no account should be taken of the relative scoring of the options against the built and historic environment objective.
163. Turning to the sustainable transport, reducing climate change and air quality objectives, the differences in the scores given to the 5,000-, 7,500- and 10,000-dwelling options are explained in the section 5.1 commentary and in Annex B by reference to two factors. First, while all three options have the potential to support substantial investment in public transport, there is greater uncertainty over whether this would be adequately achieved by the 7,500-dwelling option.
164. That is because none of the potential SUE sites has been shown to have capacity for as many as 7,500 dwellings and, at this stage of the analysis, it cannot be assumed that all those dwellings would be built on contiguous SUE sites, so that public transport could be provided efficiently and effectively. It has already been established that sites of 3,000 dwellings or less are unlikely to be able to support the necessary level of public transport and other facilities.
165. Secondly, evidence prepared for the Council indicated that maximum delivery from any of the potential SUEs in the Sutton Coldfield area over the Plan period would be around 5,000 dwellings, including affordable housing. It also found that it was unlikely that the market could support more than one such

⁵³ This is generally confirmed by the site-specific assessment contained in PG6 & PDF-2-1428-30.

development. Hence release of a second SUE site would increase overall delivery of housing by only a relatively small amount. In these circumstances, splitting development between two sites, both delivering at well below full capacity, would create a substantial risk that the necessary investment in public transport and other infrastructure would occur too late, if at all⁵⁴.

166. This was a controversial argument which attracted substantial criticism from representors. Reports drew attention to the substantial size of the arc containing the potential SUEs, and to the strong house values and demand for homes at the top end of the market in the Sutton Coldfield area, arguing that there was comfortable market capacity for up to 12,000 dwellings by 2031⁵⁵.

167. Empirical evidence on this point was somewhat inconclusive. Delivery of more than 500dpa, and in one case over 1,000dpa, had been achieved in other LPA areas in the past, but in the examples quoted those high output levels appear not to have been sustained for more than three or four years. In 2013, a total of over 11,000 dwellings were planned for delivery over 10 years on several sites in an arc across north Bristol, similar in size to the Sutton Coldfield arc⁵⁶. But I was shown no evidence of what has actually been achieved there so far, or at other cities and towns where high levels of growth are also planned.

168. It was also, fairly, pointed out that the BDP expects around 12,000 dwellings to be delivered during the Plan period in two neighbouring central wards (Ladywood and Nechells). However, transport infrastructure requirements in those established inner-urban areas would be much lower than for a SUE.

169. Having considered all this evidence, it appears to me that the market might support delivery of more than 5,000 dwellings in the Sutton Coldfield area over the Plan period. However, there can be no certainty that it would deliver as many as 10,000, or even 7,500. Thus there is a significant risk that allocating more than one SUE site for development would result in both delivering at well below their potential maximum output. This in turn would risk delaying the investment in public transport, schools and other facilities that is necessary to limit traffic growth at the new developments.

170. For all these reasons, EXAM 154 is justified in drawing attention to the risks to delivery of public transport and other infrastructure associated with both the 7,500 and 10,000-dwelling options. And given that those risks exist, the analysis is correct in concluding that adverse impacts on climate change and air quality are likely to increase with the scale of development. If traffic growth is not effectively contained, it is reasonable to infer that more development will lead to substantially more vehicular emissions.

171. In reaching this view, I have given no weight to the sentences in the Table 5.1 commentary referring to lack of evidence over how traffic from the 7,500- and 10,000-dwelling options could be accommodated on the current road network, and to what is said to be the position of Highways England on this matter. While it is true that the traffic impacts of a 5,000-dwelling development have been assessed in detail using the PRISM model, it would be unfair to take this

⁵⁴ See PG3 and PG4.

⁵⁵ See PDF-2-1410 and Appendix 1 to Turley’s Matter E hearing statement.

⁵⁶ See EXAM 70A-C & EXAM 88.

into account in the SA when a similar level of analysis is not available for the other options. To do so would contradict the principle that SA should assess the reasonable alternatives at the same level of detail as the preferred option⁵⁷.

172. Representors correctly observed that the September 2013 *Transport Analysis of Green Belt Options* [TA3] proposes a transport infrastructure strategy for developments of up to 10,000 dwellings on each of the potential SUE sites⁵⁸. However, it does not assess in any substantial detail the costs or risks to funding of the strategy. Similar comments apply to the February and March 2014 transport reports produced on behalf of the promoters of Site B⁵⁹. The June 2014 *Birmingham Eastern Fringe Bus Study* [TA21] gives a figure of almost £16 million for bus service infrastructure, including “Sprint” rapid transport services, based on site C alone. This emphasises the importance of ensuring, as far as possible, that risks to infrastructure investment are minimised.
173. Drawing all the above together, it will be evident that on certain specific points I disagree with the findings of EXAM 154. This underlines my earlier point that SA depends in large part on professional judgment to draw conclusions from the available evidence. Nonetheless, I concur with the overall conclusions of the strategic option-testing, as summarised in Table 5.1. The economic and housing provision benefits associated with the 7,500- and 10,000-dwelling SUE options would be outweighed by the negative environmental effects likely to result from developing such substantial areas of greenfield land, especially when account is also taken of the risks to delivery of infrastructure. Those negative effects would be exacerbated by the concentration of suitable strategic sites in one relatively small area of the city.
174. In my view, therefore, this strategic-level option-testing provides a rational basis for the Council’s preference for a single SUE site providing around 5,000 dwellings over the Plan period. At that scale of development, the negative environmental impacts of development are capable of being outweighed by the economic and social benefits arising from the substantial increase in housing provision, including affordable housing.

Comparison of potential SUE sites (“Stage 3”)

175. The purpose of the third and final stage of the SA work was to provide the basis for determining which particular area of Green Belt should be allocated as a SUE. SA of four reasonable alternative sites for a 5,000-dwelling SUE is reported in section 5.2 of EXAM 154, with a summary in Table 5.1 and detailed assessments for each site in Appendix C.
176. The Peddimore site (Area D) is separated from most of the existing urban area by the dual-carriageway A38, and contains significant archaeological and heritage assets. As a result, it scores worse than the other three sites in respect of sustainable transport, air quality and impact on the built and

⁵⁷ PPG, ID 11-018-20140306

⁵⁸ The capacity of each SUE site was subsequently refined in PG3.

⁵⁹ PDF-2-1417 & 1426

historic environment. I concur with that assessment and with the reasons given in the commentary for rejecting Area D as a potential SUE site.

177. Areas A (Hill Wood) and B (land west of M6 Toll) are judged to have negative impacts on natural landscape, biodiversity and (for Area A only) air quality, whereas the Langley site (Area C) is seen as having a neutral impact against those criteria. In addition, Area C attracts a positive score in respect of sustainable transport while the other two sites are judged to be neutral.
178. The SA’s findings in respect of sustainable transport were the subject of much critical comment, most notably in a detailed report prepared by WSP Parsons Brinckerhoff [WSP PB] for the promoters of Area B⁶⁰. I agree with many of the criticisms made. I have already made it clear that the detailed PRISM assessment of the traffic impacts of Site C should not be taken into account in comparing the alternative sites. I also find it hard to understand how TA3 arrived at significantly different accessibility and sustainability scores for Areas A, B and C, especially as the weighting given to these scores is not transparent.
179. Any SUE development would be expected to provide both new on-site facilities such as shops and schools, and new high-quality public transport services. In my view this would be far more important in determining the potential for achieving sustainable transport patterns than any marginal differences in the relative accessibility of the three sites to existing facilities or existing railway stations⁶¹. As the WSP PB report points out, the three potential SUE sites are adjacent to one another and would have almost identical transport infrastructure requirements.
180. From my own assessment of the available evidence, therefore, the different scores given to Areas A, B and C against the sustainable transport objective in Table 5.2 of EXAM 154 are not justified. Nor is the worse score given to Area A, compared with the other two, in respect of air quality. All three should be scored the same against those objectives.
181. Bearing in mind the emphasis in the PPG on proportionality and the prudent use of resources, I consider it unnecessary to ask the Council to carry out further work on these matters, as some representors have suggested. In my view, it is unlikely that it would provide such conclusive new evidence as to justify the additional cost and delay that would be caused.
182. I also find no justification for scoring Areas A and B differently from Area C against the sense of place and social and environmental responsibility objectives. There are no intrinsic factors that would prevent these objectives being achieved on each site through good design and careful management of the development process.
183. On the other hand, however, I find that EXAM 154 tends if anything to underplay the greater landscape impacts that would arise from developing Area A or B rather than Area C. Both the former vary considerably in terms of

⁶⁰ Appendix 6 to the Turley response to consultation on the Revised SA

⁶¹ In reaching this view I have taken into account the recent planning permission for retail development at Mere Green and representors’ criticisms of the base data for TA3.

landscape character. Parts of them are semi-urbanised or intensively farmed, but each also contains substantial areas where historic field boundaries, mature hedgerows, and areas of woodland, or streams and pools, create more intricately-patterned rural enclaves. By contrast, a far greater proportion of Area C consists of open arable fields with comparatively little distinctive landscape character.

184. These distinctions were confirmed by my own site visits as well as by the detailed landscape character assessments of all four potential SUE sites prepared for the Council [PG5]. Figure 04 in PG5 highlights the significantly greater sensitivity to residential development of Areas A and B, compared with Area C, with regard to landscape and visual effects. None of the other landscape assessments submitted to the examination takes a similarly comprehensive approach.

185. I advised in paragraph 44 of my IF that a previous SA document (SUB 5) contained an erroneous reference to landscape constraints in the northern part of Area B (there referred to as Area B1). Having looked again at the evidence, I see that my advice was only partially correct. In fact, as Figure 04 in PG5 makes clear, while the northernmost tip of Area B1 has low landscape sensitivity, further south it contains zones of medium and high sensitivity. The position is correctly stated in Exam 154, Appendix C, page C16.

186. EXAM 154 also justifiably gives lower scores to Areas A and B than to Area C against the biodiversity objective. While the differences in the sites’ relative ecological value may be not expressed with complete clarity in the Appendix C commentary, they are evident from the *Ecological Constraints and Opportunities* report for the Council [PG7] which underpins the SA assessment⁶². No similarly comprehensive ecological assessments are available.

187. One representor claims that, at the Matter E hearing session, the Council accepted *there was no difference between [Areas] B and C from a landscape and ecology perspective*. I have no record of any such concession, and the Council deny making it⁶³. In any case, even if a Council officer had said that briefly at the hearing, it would not outweigh the very substantial evidence pointing to the opposite conclusion.

188. The SA objectives do not specifically take account of the impact of development on best and most versatile [BMV] agricultural land. Evidence in the June 2014 *Green Belt Assessment Addendum* [PG2] indicates that a small proportion of Area C falls into the Grade 2 and Grade 3a classifications. There is no comparably detailed evidence for Areas A and B. But even if those areas were found to contain no land above Grade 3b, it is highly unlikely that development of Area C with its small amount of better-grade land would have a significantly greater environmental impact.

189. EXAM 154 additionally assesses the relative merits of developing sub-areas within Areas A, B and C – the north-western part of Area A (Area A2), and the southern parts of Areas B and C (Areas B2 and C2). Section 5.2 explains that

⁶² See PG7, section 5.

⁶³ See EXAM 166C.

those sub-areas were assessed because they are also large enough to accommodate a SUE of around 5,000 dwellings. However, this is not apparent from the underlying evidence base. Neither PG1 nor PG3 puts the capacity of any of these three sub-areas as high as 5,000: C2’s is the closest at around 4,500, while A2’s and B2’s are both lower⁶⁴. Moreover, the PG3 figures were based on a density of 40dph, which in the light of MM16 is likely to overstate potential capacities.

190. Areas A2, B2 and C2 cannot, therefore, be seen as reasonable alternative sites for a SUE of around 5,000 dwellings. But while their inclusion in the EXAM 154 assessment may have been superfluous, in my view it would be unreasonable to see it as invalidating the latter’s findings on Areas A, B and C, which evidently do constitute reasonable alternatives. Nor would any practical purpose be served at this stage of the examination if I were to require EXAM 154 to be revised in order to delete the assessment of Areas A2, B2 and C2. On the contrary, it would create unhelpful delay.
191. Given that, on the available evidence, Area B2 could not accommodate around 5,000 dwellings, it seems highly unlikely that “Area B3”, (a sub-area of B2 promoted by a representor) could do so. No firm evidence that it could was put to me. Area B3 must therefore also be excluded from consideration as a reasonable alternative SUE site. Nor was I made aware of any other sub-area, or specific combination of adjacent sub-areas, that is capable of providing around 5,000 dwellings.
192. To summarise, as was the case with the second stage assessment I do not agree with all the findings of EXAM 154 in its third-stage comparison of potential SUE sites. In particular, there is no sound basis, in my view, for awarding different scores to Areas A, B and C against the objectives of sustainable transport, air quality, sense of place and social and environmental responsibility. On the other hand, I consider that EXAM 154 is entirely justified in finding that Areas A and B perform significantly worse against natural landscape and biodiversity objectives than Area C.
193. Given that the effects of developing each of the three areas are judged to be equivalent in all other respects, these significant differences in landscape and biodiversity impacts provide a sound and rational basis for the Council’s decision to allocate Area C (Langley) as a SUE for the development of 5,000 dwellings during the BDP period. From my own assessment of the evidence I agree that, of the reasonable alternatives, a SUE on Area C is most consistent with the objectives of sustainable development.

Other points on SA of the SUE options

194. It was the first stage of SA that provided the justification for the selection of Option 3 – strategic release of Green Belt land. I see no reason to revisit that assessment now that the objectively-assessed level of housing need has been determined to be 89,000 dwellings. As I have made clear earlier, when the first stage of SA took place, housing need in Birmingham up to 2031 was projected to be between 75,000 and 95,000 dwellings. The current figure of

⁶⁴ PG3, Table 10.1

89,000 is well within that range. Appropriate account was taken of the benefits of additional housing delivery in the comparisons made during the later SA stages.

195. EXAM 154 was criticised by some representors on the grounds that no new evidence was prepared to support its assessments, particularly in respect of the second-stage assessments of the new 500- to 3,000- and 7,500-dwelling options. It will be evident from the discussion above that I disagree with some of the individual findings in the document. But overall I consider that its evidence base is sufficient and that it provides adequate explanations for the Council’s decisions to reject the reasonable alternatives in favour of their preferred option, at each stage of analysis.

Comparison of potential strategic employment sites

196. As noted above, the Peddimore strategic site (Area D) was rejected as a potential SUE allocation as a result of SA. Together with part of the Langley SUE site (Area C), it was also shortlisted by PG1 as a potential large-scale employment allocation. A full appraisal of the comparative sustainability effects of employment development on Areas C and D was made in EXAM 154. The appraisal favours Area D principally because it has fewer neighbouring residential areas than Area C, from which it is separated by the dual-carriageway A38. Thus large-scale employment development here would have less harmful impacts on living conditions, due to noise and effects on air quality, than employment development on Area C. These judgments, with which I concur, were not challenged by any substantial evidence.

197. The amount of land required for a strategic employment site at Area D would be significantly less than for a SUE. This would reduce its potential impact on archaeological deposits and enable development to be kept away from impinging on the setting of the listed Peddimore Hall. However, as submitted, policy GA6 envisaged 80ha of developable land at Peddimore. In order to provide that developable area, buildings could not be confined to the lower-lying part of the site, where their visual impact would be largely contained in a shallow bowl of land, but would encroach onto the more visually prominent upper slopes surrounding it.

198. **MM18** therefore modifies the policy to reduce the developable area to 71ha and to control building heights at the edges of that area, in order to overcome the landscape impacts. The allocation also includes land to provide landscape buffers between the developed area and the surrounding open countryside. Notwithstanding the reduction in the developable area, it is logical to keep Wiggins Hill Road as the eastern boundary of the allocation in order to provide a clear, defensible Green Belt boundary. However, for the avoidance of doubt the developable area should be clearly indicated on the Policies Map⁶⁵.

199. PG2, Figure 2 shows that a very large proportion of the developable land at Peddimore falls into the Grade 2 or Grade 3a agricultural classifications. This factor is not specifically considered by EXAM 154. NPPF paragraph 112 advises that, where significant development of agricultural land is

⁶⁵ The proposed modification to the Policies Map [EXAM 156, PMM85F], as published for consultation alongside the MMs, shows the 71ha modified developable area correctly.

demonstrated to be necessary, preference should be given to areas of lower-quality land. However, no other alternative large-scale employment sites of comparable quality to Peddimore have been shown to be available, either on agricultural land or elsewhere. In view of the pressing need for additional Best Urban land to meet Birmingham’s employment development needs⁶⁶, I consider that the loss of this BMV land at Peddimore is justified.

Deliverability of the strategic sites

200. Policy GA5 sets out the specific requirements for the Langley SUE development. There is a strong emphasis on design quality, informed by the local topography, landscape and heritage assets. Substantial areas of publicly-accessible green space are required, including a green corridor linking the development to the New Hall Valley country park to the west and the countryside to the east. Existing wildlife habitats, such as woodlands and streams, and heritage assets will be protected, and new habitats will be created. These measures will go a long way towards offsetting the negative environmental effects identified in the SA.
201. The combined traffic effects of a SUE on Area C and a strategic employment site at Peddimore have been the subject of detailed modelling by the Council’s agents, in consultation with Highways England and neighbouring county councils. A series of informed criticisms of that modelling work were made before, during and after the hearing sessions, but each was convincingly rebutted⁶⁷. In particular, I find no reason to consider that the methodology failed to meet national standards, or that it misrepresented the level of traffic generation. Highways England have confirmed that they are satisfied with the outcomes of the modelling and the proposed mitigation measures to the strategic road network⁶⁸.
202. It would be unrealistic to suppose that development in this scale would have no external traffic impacts. But I am satisfied that the modelling work so far undertaken has identified the highway improvements, particularly at junctions, and the traffic management strategies that are necessary to accommodate the additional traffic on both main and local roads. It has shown that, with those measures in place, the likely effects of the proposed developments on the road network are acceptable.
203. The model included a series of bus service improvements, with two new routes linking Langley and Peddimore to Sutton Coldfield and the city centre, and alterations to two other routes to provide enhanced connections, including to destinations beyond Birmingham. Necessary measures to assist pedestrian and cycle movements and link the development to the surrounding area have also been set out. All the transport schemes, which are referenced in policy GA5, have been costed and likely funding sources have been identified⁶⁹. As is usual for large-scale developments, schemes will be worked up in more detail and implemented as the development comes forward.

⁶⁶ See Issue C above.

⁶⁷ See EXAM 66, 111 & 130.

⁶⁸ See their Matter E hearing statement.

⁶⁹ See TA8, sections 4 & 9 and Annex E.

204. Consultation revealed some scepticism among local residents about how effective the new bus routes will be, and about the potential effects of bus lanes, in particular, on other traffic movements. This scepticism focussed especially on the proposed “Sprint” rapid transit route between Sutton Coldfield and Birmingham city centre. However, bus lanes are only one of a number of potential bus priority measures under consideration. Centro⁷⁰ are currently developing a pilot Sprint service in partnership with the local bus operator. Public transport improvements are an essential part of the Plan’s overall transport strategy, and it is difficult to see how traffic growth, whether at Langley and Peddimore or elsewhere in the city, would otherwise be kept within manageable limits.
205. Policy GA5 requires the provision within the development of new primary schools, a secondary school, early years’ and health care facilities, and local shops and services. Subject to a specific requirement for flood risk modelling of Langley Brook, there are no substantial flood risk issues that would compromise the proposed development. Site drainage will be dealt with in accordance with the comprehensive provisions of policy TP6.
206. Developer contributions to infrastructure provision at Langley are to be made through planning obligations rather than CIL. This approach was endorsed by the inspector who carried out the Birmingham CIL examination⁷¹.
207. A number of modifications to policy GA5 and its reasoned justification (**MM16 & MM17**) are needed to ensure effectiveness and consistency with relevant evidence and national policy. In particular, changes are necessary to clarify density guidelines (reflecting the site’s landscape character and environmental qualities and the primary focus on providing family housing), and to emphasise the design role of the proposed masterplan and Supplementary Planning Document [SPD]; specific references to early years’ provision, rapid transit bus services and pre-development minerals investigation and extraction need to be added; and amendments are needed to facilitate the effective provision of green space in line with other BDP policies, and to require appropriate soil protection measures.
208. However, I consider that no change is needed to the policy requirement for the development to *achieve the highest standards of sustainability and design*. That is an appropriate aspiration for a development of this scale, and unlike the original wording of policy PG3, the reference to “standards” is not open-ended. On the contrary, policy GA5 contains a specific section spelling out what is required in respect of sustainability and design. There is no implication that the policy imposes requirements that are inconsistent with modified policies TP3 and TP4, or with national policy.
209. The policy states that the development will provide approximately 6,000 new homes⁷². The Council’s view, based on document PG3, is that about 5,000 of those dwellings would be delivered during the BDP period, provided there is a reasonably strong recovery in the housing market. The promoters of the site

⁷⁰ Centro is the body responsible for delivery of public transport in the West Midlands.

⁷¹ See EXAM 153, paras 60-61.

⁷² As published for consultation, MM16 proposed deleting the word “approximately”, but it is appropriate to retain it, as it is unlikely that exactly 6,000 dwellings will be built.

consider that higher delivery rates are feasible, possibly enabling about 6,000 dwellings to be built by 2031. While that would undoubtedly be welcome – and would not be discouraged by the BDP’s policies – in my view it is appropriate to base the Plan’s requirements on the Council’s more cautious view.

210. Policy GA6, which will govern the strategic employment development at Peddimore, contains equivalent requirements to GA5 in respect of design, green space provision, the protection and enhancement of biodiversity and heritage assets (including archaeological deposits), and transport improvements. Alongside the changes outlined above, **MM18** clarifies the transport measures that are required, and inserts references to soil protection and pre-development minerals investigation and extraction. These amendments are needed to ensure that the policy is justified and effective.
211. As at Langley, no CIL will be levied on the Peddimore development. In view of the evidence of demand for high-quality employment land, there is a good prospect that the site will be built out over the BDP period. There is no substantial evidence before me to the contrary.

The Yardley residential allocation

212. The former sewage works at Yardley ceased operation in the 1970s. Investigation of ground conditions and contamination risks has shown that it is feasible to build about 350 dwellings on part of the site. The development would also facilitate improved access to, and enhancement of, the River Cole valley, which is an important green area in this intensively built-up part of Birmingham.
213. PG1 demonstrates that, unlike the rest of the Cole valley, the previously-developed former sewage works do not fulfil any of the Green Belt purposes defined in NPPF paragraph 80, and have no significant ecological value. SA found no negative impacts from the development of 350 dwellings there. Accordingly, I consider that the allocation of the Yardley site for housing accords with the objective of promoting sustainable development.

Exceptional circumstances

214. Assessments of the contribution that the Langley and Peddimore sites make to the purposes of the Green Belt, as defined in NPPF paragraph 80, are made in PG1. Given their location, neither plays any significant role in preventing the merger of neighbouring towns or in preserving the setting and character of historic towns. In my view, preserving their Green Belt status is not essential in order to encourage the recycling of derelict and other urban land, given the clear evidence of a shortage of land to meet Birmingham’s overall development needs. The decision to release these two defined areas of land for development will not lead to “unrestricted sprawl”, and both have defensible boundaries formed by main roads and topographical features.
215. On the other hand, it is undeniable that the proposed developments at Langley and Peddimore will constitute encroachment into the countryside. The way that the effects of this have been considered through SA, and the mitigation measures that are proposed, have been set out above. Taking all this into

account, I consider that the encroachment that will result from these two strategic allocations is justified for the following reasons.

216. Birmingham is not the only local planning authority area that faces difficulties in providing sufficient housing land to meet the needs arising within its own boundaries. But the scale of potentially unmet need in the city is exceptional, and possibly unique. Without strategic Green Belt release, there are sites for around 46,000 new dwellings – only just over half the objectively-assessed need for 89,000. The release of Green Belt to provide an additional 5,000 dwellings at Langley over the Plan period, and a further 350 dwellings at Yardley, would make a very substantial contribution towards meeting the shortfall. For the reasons set out above, the evidence does not support any additional strategic residential allocations in the Green Belt.
217. Even with the release of the Langley and Yardley sites, the BDP will leave a shortfall of around 38,000 dwellings that will need to be met elsewhere in the Greater Birmingham HMA. The duty to co-operate requires good faith on the part of other authorities in the HMA in helping to meet the shortfall. Equally, though, it requires that BCC should maximise the provision of housing land within the city boundary to meet the assessed needs, to the extent that this is compatible with the objectives of sustainable development. The release of the Langley and Yardley sites is necessary to achieve this.
218. The evidence to support the need for the Peddimore strategic employment allocation is set out under Issue D. That evidence shows that Birmingham has substantial quantities of previously-developed employment land, but very few sites that are suitable for high-quality employment development. The safeguarding of the Washwood Heath site for the HS2 maintenance depot has effectively removed the largest of those potential sites from consideration. Thus the allocation of the Peddimore site is essential to meet the city’s economic growth needs, which are important not just for its own prosperity but also for that of the wider region.
219. In my view, this combination of factors means that exceptional circumstances exist to justify alterations to the Green Belt boundary in order to allocate the SUE site at Langley (policy GA5), land for housing at the former Yardley sewage works (policy GA8) and the strategic employment site at Peddimore (policy GA6). In the case of Yardley, **MM22** is needed to set out this rationale, as it is currently absent from the reasoned justification to policy GA8.

Timing of Green Belt release

220. I have considered the suggestion that the Langley and Peddimore sites should be held in reserve until later in the BDP period, and only released if sufficient development does not come forward on other sites in Birmingham, the vast majority of which are brownfield land. But notwithstanding the encouragement given in the NPPF to the reuse of previously-developed land, such an approach would run contrary to the overwhelming evidence of shortage of other land in the city to provide for the levels of housing and employment development that are necessary. Given the significant lead-time required for building on these strategic sites, it would also jeopardise the

contribution they are required to make towards meeting needs during the Plan period. For those reasons, it would not be a sound approach.

Should other Green Belt or greenfield allocations be made?

221. The evidence that demonstrates the soundness of the allocations at Langley, Yardley and Peddimore also adequately supports the Council’s decision not to allocate other Green Belt sites for development in the BDP. There is no substantial evidence before me of development needs beyond the BDP period that would justify allocating Area A and/or B for development after 2031.

222. North Worcestershire Golf Club [NWGC] is in financial difficulties and is shortly to close. Its course, which could potentially accommodate around 800 new dwellings, is in a sustainable location outside the Green Belt in the southern suburbs of the city. At present there is no public access to the course, and it is likely that provision of open space as part of any development could compensate for the loss of public views from the site perimeter.

223. However, the course is surrounded by residential streets and lies some distance from the nearest main roads. While I was shown details of proposed access points to the site, there has been no detailed analysis of the impact of traffic from an 800-house development on the local road network or on local residents’ amenity. In the absence of such analysis, the allocation of NWGC for development would not be justified. No other substantial areas of greenfield land in Birmingham were shown to be available for development.

Conclusion on Issue E

224. Subject to the MMs that are necessary for soundness, for the above reasons I conclude that the BDP complies with national policy in its approach to the Green Belt; that the allocations of Green Belt land for a SUE at Langley, employment development at Peddimore, and residential development at Yardley are justified and deliverable; and that no other Green Belt or greenfield allocations should be made.

Issue F – Are the BDP’s policies and proposals for the other identified Growth Areas justified and deliverable?

225. As well as the new Green Belt development areas at Langley and Peddimore, the BDP identifies eight other areas of the city which will make a substantial contribution to the development growth sought by policy PG1. These other Growth Areas are already largely built-up, and so growth and regeneration within them will be mainly achieved through the reuse of previously-developed urban land⁷³. The BDP’s proposals for each area are helpfully illustrated by a series of plans that have been updated to reflect current circumstances and to show extra detail of the areas and their environmental features. However, **MM5** is required to make it clear that these illustrative plans do not form part of the policies themselves or of the Policies Map.

⁷³ EXAM 21 sets out the evidence base for the amount of development expected in each Growth Area.

The City Centre (GA1)

226. The largest of the Growth Areas is the City Centre, which has already experienced considerable growth and transformation in recent years. The Council’s aspiration is to expand city centre development and activity beyond the inner ring road into the surrounding neighbourhoods, in similar fashion to the changes that have already occurred along Broad Street and at Brindleyplace. Much of BDP policy GA1 – including improvements to accessibility, and the identification of seven City Centre Quarters whose distinct characters are to be supported and strengthened – reflects the approach already established through the Council’s non-statutory Big City Plan of 2010.

227. The overall goal of strengthening the social and economic vitality of the city centre clearly reflects national policy, and the measures set out in policy GA1 build on existing good practice. To ensure that the policy is fully effective, **MM6 to MM10** (inclusive) are needed to reflect the importance of the canal network and the proposed new HS2 station in supporting city-centre vitality, to ensure that policy GA1 is consistent with other BDP policies, and to clarify its relationship to other policy and strategy documents.

Longbridge (GA10)

228. The extensive sites on the southern edge of Birmingham, formerly occupied by the MG Rover car plant, are the subject of an AAP that was adopted in 2009⁷⁴. The AAP contains a series of site-specific and other proposals, many of which embody detailed policy requirements, including a Longbridge Infrastructure Tariff [LIT] to be levied on new developments.

229. The AAP was examined and adopted before the publication of the NPPF and it may be that some of its proposals, to a greater or lesser extent, no longer reflect government policy. But the AAP itself is not before me for examination and so it would not be appropriate for me to reach any conclusions on its soundness. It is for the Council to bring forward a review of the AAP in order to take into account changes in national policy and other relevant circumstances. In the meantime the weight to be given to it in planning decisions will be determined in accordance with NPPF paragraph 215.

230. Equally, however, it is inappropriate for policy GA10 to state that *Future growth and development in Longbridge will be brought forward in line with the policies set out in the AAP*. That would incorrectly imply that the soundness of the AAP had been tested and endorsed through this examination. **MM24** therefore deletes those words. Together with **MM25**, it also makes amendments to take account of a recent planning permission for major retail development, to clarify the significance of the reference in the reasoned justification to an ITEC park, and to acknowledge the Council’s intention to discontinue the LIT when their CIL is introduced.

231. These modifications are sufficient to make policy GA10, in its own terms, effective and compliant with national policy. There are inconsistencies between some of its requirements and those of the AAP, but NPPF paragraph

⁷⁴ By Birmingham City Council and Bromsgrove District Council
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215 provides the means for resolving these in development management decisions. Nonetheless, it would be desirable for a review of the AAP to take place in the near future, in order to provide a more focussed, thorough and up-to-date planning framework for the regeneration of these important sites.

Other Growth Areas (GA2-GA4, GA7-GA9)

232. **MM11 & MM12** are needed to ensure that policy GA2 accurately reflects the categories of development envisaged on the former City Hospital site, and the importance of the canals to the regeneration of the Greater Icknield area.

MM13 deletes reference to the Aston, Newtown and Lozells AAP from policy GA3: it is required for the same reason as the corresponding deletion from policy GA10⁷⁵. It also clarifies the proposals for the former City University teaching campus. Contrary to concerns expressed at the hearing, the policy does not envisage the redevelopment of the Perry Barr stadium, but only highlights its potential for enhancement: the Council will alter paragraph 5.47 of the reasoned justification to make this clear.

233. **MM15** corrects a policy cross-referencing error in policy GA4, which otherwise sets out a sound framework for development in and improvements to Sutton Coldfield town centre. **MM19 & MM20** ensure that policy GA7 gives adequate recognition to existing sports facilities in the Bordesley Park area, including Birmingham City FC and the Birmingham Wheels Park. In particular, they require appropriate replacement premises to be found for the Wheels Park (or appropriate consolidation on site), before its existing site is redeveloped for employment use. This is necessary to achieve a proper balance between social and economic objectives for future development in the area, given the value of some of the facilities at the Wheels Park to local schools and community groups.

234. **MM21** and **MM23** are required to give the necessary precision to the requirements for environmental enhancement and transport improvements in the Eastern Triangle (GA8) and Selly Oak and South Edgbaston (GA9) areas. There is no substantial evidence that inclusion of the former Smith and Nephew site on Alum Rock Road within the Bordesley Park AAP area is necessary to achieve its successful redevelopment.

235. On a larger scale, there is similarly no need to extend the Selly Oak and South Edgbaston Growth Area in order to promote growth in other parts of Edgbaston and Harborne. Indeed, to do so would risk undermining the focussed initiatives within the Growth Area itself that are being promoted through a recently-adopted SPD⁷⁶. The existing combination of positive development management and informal strategies are sufficient to achieve the BDP’s development objectives in other locations such as Hagley Road, Edgbaston Village and District Centre, and the Botanical Gardens and their surroundings.

⁷⁵ See the last-but-one paragraph.

⁷⁶ See EXAM 163: *Wider Selly Oak Supplementary Planning Document*, June 2015.

Conclusion on Issue F

236. Subject to the MMs identified as necessary for soundness, the BDP’s policies and proposals for the identified Growth Areas are justified and deliverable.

Issue G – Are the BDP’s policies towards town, district and local centres positively-prepared, justified and effective? Does the Plan make appropriate provision for retail, leisure, tourism and related uses?

Overall policy approach

237. NPPF paragraph 23 advises that *local planning authorities should define a network and hierarchy of centres that is resilient to anticipated future economic changes*. BDP policy TP20 defines a realistic, five-tier centre hierarchy with the highest levels of retail and office growth allocated to the City Centre, followed by Sutton Coldfield Sub-Regional Centre and three District Growth Points.
238. The overall amount of retail growth planned for is consistent with the city-wide total set out in policy PG1 (as amended by **MM2**) which in turn reflects the findings of the *Birmingham Retail Needs Assessment Update*, February 2013 [EMP6]. **MM2** is needed to correct a drafting error in the policy as submitted, to ensure that the comparison retail floorspace requirement is correctly given as 350,000sqm. This figure reflects growth to 2026 only, in view of the considerable uncertainty surrounding longer-term forecasting. Growth beyond 2026 will need to be taken into account in a Plan review. While there are no specific allocation figures for District and Local Centres, evidence on existing commitments⁷⁷ indicates that the retail provision total will easily be met.
239. In the light of the NPPF advice I consider that the general limits which policy TP20 imposes on the scale of retail and office growth in the fourth and fifth tiers (District and Local Centres)⁷⁸ are justified. They will ensure that appropriate account is taken of the centre hierarchy in the development management process. Nonetheless, the policy also allows for flexibility in decision-making to take account of individual circumstances and future changes. Thus I find no substantial evidence to support the view that the limits will lead to inappropriate out-of-centre development.
240. Policy TP20 does not make it adequately clear that, where it refers to the need for proposals outside defined centres to meet national policy requirements (including the sequential test), this applies to all main town centre uses as defined in the NPPF. **MM55 & MM56** make the necessary corrections. However, the policy’s encouragement for locating community facilities in centres does not imply that the sequential test applies to all community uses: there is no conflict with national policy in this respect. In order to ensure TP20’s effectiveness, the modifications also clarify its retail floorspace requirements and its relationship with other BDP policies, give appropriate

⁷⁷ See EMP6, Spreadsheet 5.

⁷⁸ These are also reflected in the provisions of policy TP21.

recognition to the role of the leisure and evening economy in centres, and specify where the boundaries of the centres are defined.

241. Submitted policy TP23 does not make clear which uses will be permitted in town centre frontages, as is also required by NPPF paragraph 23: instead it inappropriately seeks to devolve this aspect of policy to a SPD⁷⁹. This shortcoming is rectified by **MM57 & MM58**, which also correct the omission of pubs and bars from the list of uses that will be encouraged in centres. Policy TP24, as submitted, gives appropriate recognition to the importance of tourism facilities to the city and its economy, but **MM59** is needed to ensure that similar support is given to Birmingham’s cultural facilities, including those for spectator sports⁸⁰.

Local considerations

242. The recent planning permission for major retail development at Longbridge means that it would be unrealistic to continue to regard it as a Local Centre. **MM55** therefore promotes it to the District Centre tier of the hierarchy and makes the necessary cross-references to policy GA10, where an updated retail floorspace figure for the centre is set out. That updated figure, all of which is already built out or committed, is double the amount of floorspace envisaged in the 2009 Longbridge AAP, and is comparable with the scale of retail floorspace in other District Centres.

243. There is no substantial evidence to show that the rest of the development proposed at Longbridge requires more retail provision than this to meet its needs, and I share the Council’s concern that increasing the retail provision figure further could pose a threat to the vitality and viability of other centres nearby. **MM24** therefore amends policy GA10 to make it clear that any additional retail provision at Longbridge will be subject to a retail impact assessment, thereby providing the necessary protection for other centres while maintaining necessary flexibility in future decision-making.

244. I find no justification for adding more centres in the hierarchy: in particular, Edgbaston Mill and other shopping parades in the Edgbaston area do not meet the criteria for designation in BDP paragraph 7.22. While Stechford lacks the scale and concentration of retail provision necessary to make it a District Centre, its Local Centre status will not impede the growth and development envisaged by policy GA8. No other centres in Birmingham play the same widely-recognised niche roles as those already singled out for mention in policies TP22 and TP23.

Conclusion on Issue G

245. Subject to the MMs necessary for soundness, the BDP’s policies towards town, district and local centres are positively-prepared, justified and effective. The Plan makes appropriate provision for retail, leisure, tourism and related uses.

⁷⁹ The *Shopping and Local Centres SPD*, adopted in 2012

⁸⁰ See Issue K.

Issue H – Is the BDP’s approach to minerals and waste planning justified, effective and consistent with national policy?

Minerals

246. The NPPF requires Minerals Planning Authorities [MPAs], of which the City Council is one, to prepare an individual or joint Local Aggregate Assessment [LAA], the primary purpose of which is to assess requirements for and supply of minerals in the LAA area. Local Plans should define Minerals Safeguarding Areas [MSAs] so that specific minerals resources of local or national importance are not sterilised by other development, and include policies for the extraction of those resources. The NPPF also places emphasis on the use of secondary or recycled minerals in preference to primary extraction.
247. Although the West Midlands local authorities are preparing a joint LAA, no draft had been published by the time of the examination hearings. No minerals extraction has taken place in Birmingham for over 30 years and there are no current proposals for extraction. The British Geological Survey mineral resources map of Warwickshire and the West Midlands⁸¹ shows pebble-bearing bedrock and deposits of sand and gravel lying across much of the city. However, the majority of these lie underneath established urban development, the chief exceptions being in the areas of Green Belt in the northern part of the City Council area.
248. There is a significant gap in the BDP’s coverage in respect of minerals planning. In my view, however, designating a MSA across all or large parts of the city would be something of an artificial exercise, given the limited opportunities that, on past evidence, are likely to arise for exploitation of sand and gravel resources. The aims of national policy should instead be met by focussing on realistic opportunities for extraction, which are only likely to arise in connection with relatively large-scale development.
249. **MM48** therefore introduces a new Plan policy (TP15A) requiring development on all sites over 5ha to be preceded by an investigation of mineral deposits on the site, and the extraction of any that are found to be viably workable. The word “viably” has been inserted following consultation, as it would clearly be unreasonable to require prior extraction if it is not commercially viable⁸². Setting a 5ha threshold strikes an appropriate balance between promoting the extraction of workable minerals and avoiding the unnecessary screening of applications where extraction is unlikely to be viable.
250. New policy TP15A also safeguards infrastructure for processing substitute, secondary and recycled aggregates and for producing concrete building materials, together with any associated bulk transport facilities, as advised by the NPPF. This is especially important in a dense urban area like Birmingham, where secondary and recycled aggregates can account for an important share of the supply of building materials. There is scope for providing new minerals processing and transport infrastructure in the Core Employment Areas.

⁸¹ EXAM15B

⁸² Similar changes have been made to MM16 & MM18, for the same reason.

251. From the consultation responses it is clear that there is some concern among neighbouring MPAs over the likely demand for aggregates from future development in Birmingham. Demand over the Plan period is put at a minimum of 40 million tonnes by the Council⁸³. In the light of this it is vital that work on the joint LAA is completed soon, in order to provide more certainty over the scale of future demand, and to set a robust framework for meeting it in as sustainable a manner as possible.

Waste

252. The BDP’s waste policies are underpinned by a comprehensive Waste Capacity Study, updated in 2014 [ES5 & ES6], and the *Birmingham Total Waste Strategy* [ES7]. Both documents recognise the importance of reducing dependence on landfill sites outside the City Council area, even if the original objective of eliminating use of landfill altogether by 2026 may be unachievable⁸⁴. In the context of the substantial projected increase in waste arisings over the Plan period, this will require significant expansion of waste management facilities, whether or not Birmingham currently achieves equivalent self-sufficiency.

253. Policy TP13 reflects guidance in the *National Planning Policy for Waste* as well as the *Birmingham Total Waste Strategy* in seeking to drive waste management up the waste hierarchy and to reduce the proportion of waste sent to landfill. To ensure the policy’s effectiveness, **MM45** requires the preparation of a waste minimisation and management strategy for all developments on sites of more than 5ha.

254. In accordance with the proximity principle, policy TP14 encourages the development of materials recycling facilities, food waste management and expanded facilities for commercial waste, incorporating emerging technologies where appropriate. **MM46** is necessary to clarify its provisions for safeguarding existing waste management facilities and capacity. Policy TP15, as clarified by **MM47**, identifies the Tyseley Environment Enterprise Area and other industrial areas as suitable for waste management development, and sets out criteria for assessing development proposals.

255. As modified, these policies provide an adequate planning framework for the development of the additional waste management facilities that will be required over the Plan period.

Conclusion on Issue H

256. Subject to the MMs that have been identified, the BDP’s approach to minerals and waste planning is justified, effective and consistent with national policy.

⁸³ BCC’s Matter C hearing statement, para 2.3

⁸⁴ ES7, para 6.3.1.3

Issue I – Are the BDP’s policies to mitigate and adapt to climate change and reduce flood risk justified and effective?

257. **MM26 to MM28** (inclusive) are necessary to ensure that policies TP1 and TP2 set out the Plan’s overall approach to reducing carbon emissions and adapting to climate change accurately and comprehensively. Submitted policy TP3 requires amendment for consistency with national policy, in the light of the Written Ministerial Statement *Planning Update* of 25 March 2015. While the policy continues to encourage good sustainable construction practice, **MM29 & MM30** are needed to ensure that it does not set any specific standards for residential development, beyond those embedded in the Building Regulations.
258. Policy TP4 requires all new developments to incorporate low- or zero-carbon energy generation, or to connect to such generation networks where they exist. Such a requirement is permitted by s1 of the *Planning and Energy Act 2008*, but in order to make the policy compliant with NPPF paragraph 96, **MM31** qualifies it by reference to a viability test.
259. The viability test also applies to larger developments⁸⁵, for which the policy requires first consideration to be given to a Combined Heat and Power [CHP] system. According to evidence prepared for the Council [EXAM 148], those parts of the city with the strongest viability are also the areas with the greatest potential for developments of this size to come forward. **MM32** is needed to make it clear that a proposed SPD will provide more detail on the implementation of TP4, without inappropriately adding to its requirements.
260. **MM33 & MM34** make substantial amendments to policy TP6 in the light of advice from the Environment Agency. The changes, which take appropriate account of viability considerations, are necessary to ensure that the policy is effective in managing flood risk and protecting and enhancing water resources, in a manner consistent with national policy. The qualification that an easement will be provided between development and watercourses “where appropriate and feasible” is justified, having regard to the densely built-up character of much of Birmingham.
261. Subject to the MMs that are necessary for soundness, the BDP’s policies to mitigate and adapt to climate change and reduce flood risk are justified and effective.

Issue J – Are the BDP’s policies towards transport and digital communications justified and effective?

262. Policy TP37 sets out the BDP’s overall strategy for transport: **MM73** is needed to ensure that the list of potential measures it sets out is comprehensive. The reasoned justification explains the context in which they will be applied. As arrangements already exist for consulting the police on transport schemes, there is no need for this to be made a development policy requirement.

⁸⁵ Residential developments over 200 units and non-residential development over 1,000sqm

MM74 is necessary to make policy TP39 fully effective in its requirements for development-related measures to encourage cycling.

263. Policy TP40, which covers public transport, requires a number of amendments to ensure that it fully reflects infrastructure and service improvements that have a reasonable prospect of coming forward in the lifetime of the Plan. These include extensions to the Midland Metro, construction of rail chords at Camp Hill and new stations on the Camp Hill and Sutton Park lines, and bus-based rapid transit services to many parts of the city. All these schemes are in progress or are under active consideration by Centro and Network Rail.
264. On the other hand, the reference in the submitted policy to a new station at Soho Road is not justified, as it is clear from the representations that there is no current prospect of this station being provided in the Plan period, and the area is already served by the Midland Metro. Similarly, however desirable it might be for additional heavy rail stations to be provided in the city centre, and for a combined station to be provided for the new HS2 terminus and existing mainline routes, it seems from the evidence that such schemes are very unlikely to come forward, at least by 2031.
265. A further amendment to Policy TP40 is required to make it clear that land subject to the *HS2 Phase One Safeguarding Directions* will be protected in line with the statutory requirements⁸⁶. All the necessary changes to the policy and its reasoned justification form **MM75 & MM76**.
266. **MM77 & MM78** amend policy TP41 to ensure its effectiveness in making provision for freight transport, and in controlling its environmental effects, while **MM79 & MM80** remove erroneous references to the “Smart Route” approach from policy TP43. The Highway Improvement Lines protected by the latter policy all apply to schemes that have already secured funding or for which funding bids will soon be made. As modified, the policy sets out a comprehensive approach to traffic and congestion management in support of new development. **MM81 & MM82** are necessary to ensure the effectiveness of policy TP44’s accessibility requirements for major developments.
267. Subject to the MMs identified as necessary for soundness, the BDP’s policies towards transport and digital communications are justified and effective.

Issue K – Does the BDP contain sound policies to protect and manage the natural and historic environment, open space, and sports and recreational facilities?

268. Policies TP7 and TP8 together provide an appropriate framework for promoting biodiversity and geodiversity, subject to **MM35 to MM39** (inclusive) which make clear where the green infrastructure network and designated nature conservation sites in Birmingham are located, clarify what would constitute unacceptable harm to the network, and bring the criteria for assessing proposed developments on designated sites into line with national policy. Specific protection for ancient woodland is provided by policy TP7. The Council

⁸⁶ See EXAM 45.

will ensure that the Policies Map shows all categories of green infrastructure accurately.

269. While the Kiely Brothers site at Somery Road is currently used for storing building materials, its location close to the Weoley Castle Scheduled Monument, and on the line of the Castle Walkway and former Lapal Canal, makes it an important potential link in the green infrastructure network. In addition there are significant flood risk issues that would need to be overcome in order for it to be developed for an alternative use. For these reasons there is no compelling case for removing the site from the network.
270. **MM40 & MM42** are necessary to give greater precision to TP9’s and TP11’s requirements for the protection and provision of open space, playing fields, allotments and participation sports facilities, while **MM43** makes it clear that spectator sports facilities are covered by policy TP24 rather than TP11⁸⁷. **MM44** is required to align the approach of policy TP12 to the historic environment with national policy.
271. Subject to these necessary modifications to ensure their effectiveness, the BDP contains sound policies to protect and manage the natural and historic environment, open space, and sports and recreational facilities.

Issue L – Are the BDP’s policies towards education and health justified and effective?

272. Subject to the necessary clarification and consistency with other BDP policies provided by **MM71 & MM72**, policies TP35 and TP36 set out justified and effective arrangements for promoting education and health in Birmingham through the development management process.

Issue M – Has the implementation of the BDP been shown to be economically viable? Does the BDP set out effective arrangements for implementing and monitoring the achievement of its policies and proposals?

273. Up-to-date viability evidence relevant to the BDP is set out in the Council’s *CIL Economic Viability Assessment* [IMP4] and *CIL Revised Viability Assessment* [EXAM 27], supplemented by EXAM 148 and EXAM 160. In preceding sections of this report, I have given detailed consideration to the effects on viability of the Plan’s requirements in the key areas of affordable housing and low- or zero-carbon energy generation⁸⁸. The Plan allows flexibility in these and its other policy requirements so that appropriate account can be taken of viability considerations. Accordingly, I am satisfied that the cumulative impact of the BDP’s policy requirements, together with those of other applicable standards and policies, will not put its implementation at serious risk over the course of

⁸⁷ See Issue G.

⁸⁸ See Issues B & I.

the Plan period. A similar conclusion was reached by the examiner in respect of the Council’s proposed CIL charging schedule⁸⁹.

274. Section 10 of the Plan gives a detailed account of the means by which it is to be implemented, recognising that a wide range of agencies and partners will be involved and that the private sector will play a key role. It emphasises the role of the Council’s Infrastructure Delivery Plan [IMP1] and Site Delivery Plan [IMP2] in identifying the infrastructure necessary to support the BDP’s development proposals. It refers to local, national and international sources of investment and grant funding for infrastructure and development, and acknowledges the importance of co-ordinating the City Council’s efforts with those of other West Midlands local authorities and LEAs.
275. Taken as a whole, this is a positive and realistic assessment of what is required to secure the implementation of the Plan. In view of the importance it places on infrastructure provision and partnership working, there is no need for every category of infrastructure or potential partner agency to be mentioned specifically. Section 10 also sets out the means by which contributions will be sought, in accordance with statutory provisions, towards infrastructure and mitigation measures directly associated with and made necessary by development. In order for these to be effective, they need to be expressed as a policy: this is achieved by **MM83**.
276. Section 11 of the Plan contains a series of indicators against which implementation of its policies and proposals will be measured. **MM84** amends a number of these and adds others so as to ensure that coverage is comprehensive and properly targeted. In particular, these additions include monitoring indicators for delivery of the Plan’s key growth targets for housing, offices, employment land and retail. As I found to be necessary when considering Matter B, **MM84** includes monitoring indicators to cover the housing growth outside the city that is required to meet the shortfall in Birmingham, and specifies the measures that will be taken, including early review of the Plan, if monitoring reveals that the necessary progress is not being made.
277. I conclude that implementation of the BDP has been shown to be economically viable and that, subject to the necessary modifications, it sets out effective arrangements for implementing and monitoring the achievement of its policies and proposals.

⁸⁹ EXAM 153, para 71

Assessment of Legal Compliance

278. My examination of the compliance of the Plan with the legal requirements is summarised in the table below. I conclude that the Plan meets them all.

LEGAL REQUIREMENTS	
Local Development Scheme [LDS]	The BDP has been prepared in accordance with the Council’s LDS (April 2014).
Statement of Community Involvement [SCI] and relevant regulations	The SCI was adopted in April 2008. Consultation on the BDP and the MMs has complied with its requirements.
Sustainability Appraisal [SA]	SA has been carried out and is adequate.
Appropriate Assessment [AA]	The Habitats Regulations Assessment Screening Report (October 2013) concluded that the BDP is not likely to lead to adverse effects on any European sites alone or in combination with other plans, and that there is no requirement to prepare an AA.
National policy	The BDP complies with national policy except where indicated and modifications are recommended.
2004 Act (as amended) and 2012 Regulations	The BDP complies with the Act and the Regulations.

Overall Conclusion and Recommendation

279. The BDP has a number of deficiencies in relation to soundness for the reasons set out above, which mean that I recommend non-adoption of it as submitted, in accordance with Section 20(7A) of the 2004 Act. Those deficiencies have been explored in the main issues set out above.

280. The Council have requested that I recommend main modifications to make the Plan sound and capable of adoption. I conclude that with the recommended main modifications set out in the Appendix to this report, the Birmingham Development Plan satisfies the requirements of Section 20(5) of the 2004 Act and meets the criteria for soundness in the National Planning Policy Framework.

Roger Clews

Inspector

This report is accompanied by an Annex containing my Interim Findings and an Appendix containing the Main Modifications.

BIRMINGHAM DEVELOPMENT PLAN 2031**Recommended Main Modifications**

The modifications below are expressed either in the conventional form of **strike through** for deletions and **underlining** for additions of text.

The page numbers and paragraph numbering below refer to the pre-submission version of the plan, and do not take account of the deletion or addition of text.

Reference	Page	Policy/Section	Main Modification
MM1	9	Introduction	Amend the first sentence of paragraph 1.12 as follows: “Once adopted the BDP will replace the saved policies of the Birmingham Unitary Development Plan 2005, with the exception of those policies contained within chapter 8 and paragraphs 3.14 to 3.14D of that plan which will continue in force until the adoption of the Council’s proposed Development Management DPD.”
MM2	28	Policy PG1 Overall Levels of Growth	Amend the policy as follows: “Over the Plan period significant levels of housing, employment, office and retail development will be planned for and provided along with supporting infrastructure and environmental enhancements:- <ul style="list-style-type: none"> • 51,100 additional homes. • 2 Regional Investment Sites of 20 and 25 ha and a 80 71 ha employment site at Peddimore. • A minimum 5 year reservoir of 96 ha of land for employment use. • About 270,000-350,000 sq.m. gross of comparison retail floorspace by 2026. • A minimum of 745,000 sq.m. gross of office floorspace in the network of centres primarily

Reference	Page	Policy/Section	Main Modification
			<p>focussed on the City Centre.</p> <ul style="list-style-type: none"> New waste facilities to increase recycling and disposal capacity and minimise the amount of waste sent directly to landfill. <p><u>Birmingham’s objectively assessed housing need for the period 2011 to 2031 is 89,000 additional homes, including about 33,800 affordable dwellings. It is not possible to deliver all of this additional housing within the City boundary. The City Council will continue to work actively with neighbouring Councils through the Duty to Co-operate to ensure that appropriate provision is made elsewhere within the Greater Birmingham Housing Market Area to meet the shortfall of 37,900 homes, including about 14,400 affordable dwellings, within the Plan period. Policy TP47 provides further details on this.”</u></p>
MM3	28	Policy PG1 – Reasoned Justification	<p>Amend paragraph 4.4 as follows:</p> <p>“The Office of National Statistics (ONS) projections (2010-2012) indicate that by 2031 Birmingham’s population will rise by 150,000-156,000 and that this will mean an increase of 80,000 in the number of households and the DCLG 2012-based household projections indicate that this will result in an increase of 86,000 households between 2011 and 2031.”</p> <p>Amend paragraph 4.7 as follows:</p> <p>“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 2031. <u>This will focus on the Greater Birmingham Housing Market Area (HMA), which comprises, in addition to Birmingham itself, The Black Country, Bromsgrove, Redditch, Solihull, North Warwickshire, Tamworth, Lichfield, Cannock Chase, South Staffordshire and parts of Stratford-on-Avon. In 2014 the Greater Birmingham and Solihull Local Enterprise Partnership and the Black Country authorities jointly commissioned a study to assess future housing requirements within the two areas and to identify scenarios</u></p>

Reference	Page	Policy/ Section	Main Modification
			<u>to provide for additional housing to meet any shortfall, including any unmet needs within Birmingham. The study area covers the majority of the Greater Birmingham HMA. The final phase of the study, together with additional work in relation to employment and sustainability, will provide a basis for a strategy to be agreed to accommodate additional housing provision to meet the shortfall arising in Birmingham and any other shortfalls within the study area. In the case of the Greater Birmingham and Solihull LEP, this will be reflected in the LEP Spatial Plan for Growth. The outcome of this will then be taken forward through revisions to individual Local Plans, where this is necessary, to ensure that additional land is allocated for new housing.”</u>
MM4	31	Policy PG3 Place making	Amend the first sentence of the policy as follows: “All new development will be expected to be designed to the highest possible standards, <u>demonstrate high design quality</u> , contributing to a strong sense of place.” Add the following additional bullet point: <u>“Make best use of existing buildings and efficient use of land in support of the overall development strategy.”</u>
MM5	35	The Growth Areas	Add at the end of paragraph 5.13 : <u>“Each policy is accompanied by a plan which illustrates the proposals. This is provided as a visual aid, and does not form part of the policy.”</u>
MM6	36	Policy GA1.1 City Centre – Role and Function	Amend the third paragraph as follows, “The City Centre Retail Core , as defined on the Policies Map, will continue to be focused around The Bullring, New Street, Corporation Street, The Mailbox and Grand Central and improvements to the quality of the environment and the shopping experience within this area <u>will be promoted supported</u> . Future comparison retail development provision will be supported

Reference	Page	Policy/ Section	Main Modification
			<p>at Martineau Galleries, as part of the redevelopment of the wholesale markets site and in conjunction with any proposals for the HS2 station in Eastside. Small <u>Appropriate</u> scale retail development will continue to be supported <u>where it complements the existing Retail Core and</u> as part of mixed use redevelopments throughout the City Centre. <u>Independent retailing will also be supported (see policy TP22).</u> New leisure uses will be promoted within and on the edge of the <u>City Centre</u> Retail Core to support the diversification of the City’s offer as a top visitor attraction.”</p> <p>Amend the fourth paragraph as follows:</p> <p>“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 <u>the</u> Snow Hill <u>District</u> and Westside. The area of Brindleyplace, <u>around the proposed HS2 station in</u> Eastside <u>and</u> along Broad Street and around Five Ways will provide further focus for these uses.”</p> <p>Amend the first sentence of the fifth paragraph as follows:</p> <p>“...where it provides well-designed good <u>high</u> quality living environments....”</p>
MM7	37	Policy GA.1.2 City Centre – Growth and Areas of Transformation	<p>Amend the title of the Policy as follows:</p> <p>“Growth and Areas of Transformation <u>Growth and Wider Areas of Change”</u></p> <p>Amend the second sentence of the first paragraph as follows:</p> <p>“.....700,000 sq.m <u>gross</u> of office floorspace and 160,000 sq m <u>gross</u> of <u>comparison</u> retail floorspace..”</p> <p>Amend the final sentence of the first paragraph as follows:</p>

Reference	Page	Policy/ Section	Main Modification
			<p>“The following strategic locations <u>wider areas of change</u> will be the focus of the proposed growth.”</p> <p>In the Southern Gateway section, amend the final sentence as follows:</p> <p>“Development across the wider Southern Gateway will need to address the <u>sustainable</u> management of water and the River Rea Corridor associated with areas of flood risk <u>and</u> be supported by a range of infrastructure (<u>including green infrastructure</u>) and services....”</p>
MM8	38	Policy GA1.3 City Centre – the Quarters	<p>Amend as follows:</p> <p><u>“St George and St Chad Gun Quarter”</u> – Maintaining the area’s ...”</p>
MM9	38	Policy GA1.4 City Centre – Connectivity	<p>Add the following to the first bullet:</p> <p><u>“...taking advantage of the canal network.”</u></p> <p>Add the following to bullet 3</p> <p><u>“.....including the proposed HS2 station.”</u></p>
MM10	38	Policy GA1 – Reasoned Justification	<p>Add at the end of paragraph 5.22:</p> <p><u>“....and making a significant contribution to the city centre’s overall growth proposals.”</u></p> <p>Add at the end of paragraph 5.27:</p> <p><u>“Additional planning guidance will be brought forward where necessary to provide further detail on the development and growth of the quarters. This includes the proposed Jewellery</u></p>

Reference	Page	Policy/ Section	Main Modification
			<p><u>Quarter Neighbourhood Plan.</u></p> <p>Add at end of paragraph 5.28:</p> <p><u>“Development on EZ sites is expected to have a strong office / commercial element as part of mixed use or standalone proposals.”</u></p> <p>Add after the first sentence of paragraph 5.29:</p> <p><u>“A Retail Strategy will be brought forward by the City Council to set out a vision and a series of actions to deliver a world class retail and leisure offer in the Retail Core.”</u></p> <p>Add at the end of paragraph 5.29:</p> <p><u>“The growth of the education sector in the city centre is also supported, reflecting the important role of higher and further education.”</u></p> <p>Add at the end of paragraph 5.31:</p> <p><u>“The Birmingham Curzon HS2 Masterplan has been prepared for the area around the proposed HS2 station and this demonstrates how the benefits of this significant investment can be maximised.”</u></p>
MM11	42	Policy GA2 Greater Icknield	<p>Amend the second bullet point as follows:</p> <p>“...the site will be redeveloped for a new mix of living, working and local shopping ...”</p>
MM12	42	Policy GA2 – Reasoned Justification	<p>Add additional wording to the end of paragraph 5.36:</p> <p><u>“The canals should be protected and enhanced in accordance with Policy TP 7 Green Infrastructure Network and Policy TP12 Historic Environment, and their use should be encouraged.”</u></p>

Reference	Page	Policy/ Section	Main Modification
			Amend the second sentence of paragraph 5.38 as follows: “Following it’s the relocation of most of its services westwards along the A457 to the new <u>Midland Metropolitan Hospital</u> ,”
MM13	44	Policy GA3 Aston, Newtown, Lozells	Amend the first paragraph as follows: “An AAP is in place for the area to secure comprehensive regeneration and guide future development over a 15 year period. Future growth and development will be brought forward in line with the policies set out in the AAP. ” Amend the first sentence of the third paragraph as follows: “...to accommodate growth and including a range of local centre uses including and housing.” Amend the third sentence of the third paragraph as follows: “Any proposal brought forward for the site should contribute to improve <u>improving</u> pedestrian linkages, ...”
MM14			<i>Not used</i>
MM15	46	Policy GA4 Sutton Coldfield Town Centre	Amend bullet 3 as follows: “Provision will be madein line with policy TP20-TP21. ”
MM16	48	Policy GA5 Langley Sustainable Urban Extension	In the second sentence of the third paragraph, replace the word “ particular ” with “ <u>primary</u> ”. Add to the end of the third paragraph: “ <u>As the primary focus of the Langley SUE will be for family housing, this will include areas of residential development at densities averaging around 35dph-40dph. The key design</u> ”

Reference	Page	Policy/ Section	Main Modification
			<p><u>principles of the Langley SUE will be managed through the Masterplan and SPD process.</u></p> <p>In the Sustainability and Design section, amend bullet 3 as follows:</p> <p>“A range of supporting facilities will be included as part of the development including two <u>early years provision</u>, new primary schools, a secondary school, health care facilities and local shops and services.”</p> <p>and add additional bullet point as follows:.</p> <p><u>“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.”</u></p> <p>In the Connectivity section amend the second bullet as follows:</p> <ul style="list-style-type: none"> • “New and improved bus connections <u>such as ‘Sprint’/Rapid Transit services</u> will be needed.....” <p>In the Green space and ecology section, amend the second bullet point as follows:</p> <p>“All residents should have access to an area of publically publicly <u>publicly</u> accessible open space, (TP9). Similarly, there should be a children’s play areas within 400 metres of all residents. <u>Playing fields and allotments should also be included within the development, in line with the requirements of policy TP9.</u>”</p> <p>Add at the end of the third bullet point:</p> <p><u>“These areas should link into the existing green infrastructure network across the city.”</u></p>

Reference	Page	Policy/ Section	Main Modification
			<p>Amend the fourth bullet point as follows:</p> <p>“A substantial green corridor of at least 40 ha connecting ..”</p> <p>Add an additional bullet point as follows:</p> <ul style="list-style-type: none"> • <u>“Development will need to consider impacts on soil resources during construction and operation, adhering to Defra’s Code of Practice to protect soil.”</u> <p>Replace subheading “Historic assets” with <u>“Heritage assets”</u>.</p>
MM17	49	Policy GA5 – Reasoned Justification	<p>In paragraph 5.58, add after the second sentence.</p> <p><u>“Development should seek to protect and enhance biodiversity and should consider wider links to the Birmingham and Black Country Nature Improvement Area.”</u></p> <p>Amend the first sentence of paragraph 5.62 as follows:</p> <p>“New Hall Valley Country Park is an important green wedge <u>countryside area</u> which penetrates deep into the urban area and is designated as Green Belt.”</p> <p>Add new paragraph after 5.62:</p> <p><u>“5.63 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.”</u></p> <p>Amend the numbering and final sentence of paragraph 5.63 as follows:</p> <p>“5.63<u>4</u>”</p>

Reference	Page	Policy/ Section	Main Modification
			“.....by Peter Brett <u>Associates</u> ”
MM18	52	Policy GA6 Peddimore	<p>Amend the first paragraph as follows:</p> <p>“Peddimore will deliver 80 71 ha of new employment land.....”</p> <p>Amend the final sentence of the High Quality Design and Landscaping section as follows:</p> <p>“ Development should not encroach <u>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</u> on the higher ground/ridge to the north and east which screen longer distance views of the development from the wider Green Belt.”</p> <p>Amend the first paragraph of the Access Improvements section as follows:</p> <p>“.....should be linked to <u>the Langley Sustainable Urban Extension</u> the adjoining residential areas proposed to the east of the A38 and the North Birmingham cycle network. Routes are</p> <p>Amend the second paragraph of the Access Improvements section as follows:</p> <p>“New bus connections <u>such as ‘Sprint’/Rapid Transit services</u>, will be required.....”</p> <p>Amend the final sentence of the fourth paragraph of the Access Improvements Section as follows:</p> <p>“The implementation of an agreed plan, <u>including Freight Management</u>, will be a requirement on all development occupiers.”</p> <p>Add the following before the final paragraph:</p>

Reference	Page	Policy/Section	Main Modification
			<p><u>“Development will need to consider impacts on soil resources during construction and operation, adhering to Defra’s Code of Practice to protect soil.”</u></p> <p>Add the following at the end of the policy:</p> <p><u>“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.”</u></p>
MM19	54	Policy GA7 Bordesley Park	<p>Add a seventh bullet point as follows:</p> <ul style="list-style-type: none"> • <u>“Protection for and, where appropriate, enhancement of the varied sports facilities currently located in the area, including at Birmingham City Football Club and Birmingham Wheels Park.”</u>
MM20	54	Policy GA7 – Reasoned Justification	<p>Add the following at the end of paragraph 5.72:</p> <p><u>“The site currently accommodates the Birmingham Wheels Park, providing a range of wheeled sports facilities including speed-skating and go-kart tracks and a stock-car racing circuit, which attract users and spectators from across Birmingham, the West Midlands and further afield. Some of the facilities are extensively used by young people from local schools and community groups. The importance of these facilities is recognised and the AAP will need to support their continued operation through equivalent or better quantity and quality replacement provision elsewhere and/or consolidation on site, in conjunction with any redevelopment of the Wheels site. This will include consideration of the catchment area of the participants involved. Appropriate provision will also need to be made for other existing business occupiers of the site.”</u></p>
MM21	56	Policy GA8 Eastern Triangle	<p>Amend bullet five of the Stechford section as follows:</p> <p>“Environmental improvements, <u>including enhancement of water quality, biodiversity and</u></p>

Reference	Page	Policy/ Section	Main Modification
			<p><u>management of floodrisk along with and</u> enhanced access to the River Cole valley.”</p> <p>Amend the second bullet point of the Meadway section as follows:</p> <ul style="list-style-type: none"> • <u>“.....Meadway Local Centre Meadway District Centre....”</u> <p>Amend bullet four of the Meadway section as follows:</p> <ul style="list-style-type: none"> • “Improvements to Lea Hall rail station, <u>including formalisation of vehicle parking, and improvements to interchange</u> and the pedestrian and cycle links....”
MM22	56	Policy GA8 – Reasoned Justification	<p>Add the following after paragraph 5.98:</p> <p><u>“The limited value of the Yardley Sewage Works site in terms of the role and function of the Green Belt and the shortage of land for housing in the City, together with the local regeneration benefits and the potential for significant enhancements to the Cole Valley, represent exceptional circumstances which justify the release of the site from the Green Belt.”</u></p>
MM23	61	Policy GA9 Selly Oak and South Edgbaston	<p>Amend the penultimate bullet as follows:</p> <ul style="list-style-type: none"> • “Improvements to access for public transport, pedestrians and cyclists including enhancements to the rail station <u>University and Selly Oak rail stations.</u>” <p>Amend the final bullet as follows:</p> <ul style="list-style-type: none"> • “Improvements to the natural environment, <u>including improvements to the Bourne Brook corridor to encourage habitat connectivity between Woodgate Valley and Cannon Hill Park</u>, completion of key links in the City’s Linear Open Space walkway network and improvements to the canal network including assistance for the restoration of the Lapal Canal and protection of the preferred restoration route.”

Reference	Page	Policy/ Section	Main Modification
MM24	64	Policy GA10 Longbridge	<p>Amend the first paragraph as follows:</p> <p>“An AAP is in place for the area to secure comprehensive regeneration and guide future development over a 15-20 year period. Future growth and development will be brought forward in line with the policies set out in the AAP.”</p> <p>Amend the final sentence as follows:</p> <p>“The AAP has planned for the following levels of growth; 1450 new homes, one Regional Investment Site, 13,500 sq.m gross of comparison retail floorspace and 10,000 sq.m office space.”</p> <p>Add the following at the end of the policy:</p> <p><u>“A total of 28,626 sq.m. of retail floorspace has been committed to date, reflecting changing circumstances since the AAP was adopted. Proposals for further retail development will only be permitted where it can be demonstrated through a full retail impact assessment that there will be no significant adverse impact on investment in, and on the viability of centres in the catchment area.”</u></p>
MM25	64	Policy GA10 – Reasoned Justification	<p>Add the following at the end of paragraph 5.112:</p> <p><u>“Enhancements will be made to the station and its surrounding environment, improvements to bus services made, and a wayfinding strategy implemented to improve Longbridge's quality of place and connect neighbourhoods to employment opportunities.”</u></p> <p>Amend paragraph 5.116:</p> <p>The AAP Delivery and Implementation Plan sets out the mechanisms, timescales and agencies involved in delivery of the AAP proposals. It also sets out policies regarding planning</p>

Reference	Page	Policy/Section	Main Modification
			<p>obligations and contributions which will be required to deliver necessary infrastructure, and other measures, to offset the consequences of development. However, the Longbridge Infrastructure Tariff will cease to apply when a Community Infrastructure Levy for Birmingham is adopted.</p> <p>Amend the first sentence of paragraph 5.117 as follows:</p> <p>“Since adoption of the AAP the area has been designated <u>promoted</u> as an ITEC park ...”</p>
MM26	68	Policy TP1 Reducing the City’s Carbon Footprint	<p>Add the following additional bullet:</p> <p><u>“Encouraging developers to take account of the natural features of a site (e.g orientation and landscape features) to minimise energy use.”</u></p>
MM27	70	Policy TP2 Adapting to Climate Change	<p>Amend the sentence before the final four bullet points as follows:</p> <p>“In order to minimise the impact of overheating new commercial and residential development <u>and redevelopment schemes</u> should also.”</p> <p>Amend the penultimate bullet as follows:</p> <ul style="list-style-type: none"> • “Where feasible, viable and sustainable provide an accessible green roof <u>and/or walls</u> to aid cooling, <u>particularly in the city centre</u>, add insulation, enhance biodiversity, plant urban trees and promote sustainable drainage.” <p>Amend the final bullet point as follows:</p> <p>“Where applicable, maintain and enhance the canal <u>blue</u> network to reflect the canals’ role in urban cooling benefits that canals and rivers bring to urban cooling.”</p> <p>Add at the end of the policy:</p>

Reference	Page	Policy/Section	Main Modification
			<u>“The Council will also encourage the retrofitting of these features in areas particularly susceptible to the risk of climate change.”</u>
MM28	70	Policy TP2 – Reasoned Justification	<p>Amend the third sentence of paragraph 6.10 as follows:</p> <p>“Birmingham’s Green Living Spaces Plan sets the priorities for creating a green network covering open spaces and parks, <u>linear corridors, blue infrastructure, trees</u> and green roofs/<u>walls</u> to help cool the City.”</p> <p>Add the following paragraph after paragraph 6.10:</p> <p><u>“Blue infrastructure refers to waterways, rivers, streams, watercourses and canals including their towpaths and environs. The blue network refers to the network of such features across the city. Areas particularly subject to the effects of climate change are shown on Plan 1 of the Green Living Spaces Plan.”</u></p>
MM29	71	Policy TP3 Sustainable Construction	<p>Amend the first sentence as follows:</p> <p>“New development should be designed and constructed to sustainability standards <u>in ways which will:</u>”</p> <p>Amend the second bullet as follows:</p> <ul style="list-style-type: none"> • “Conserve water and minimise <u>reduce</u> flood risk.” <p>Amend the fifth bullet as follows:</p> <ul style="list-style-type: none"> • “Are Be <u>flexible and adaptable</u>” <p>Amend the second paragraph as follows :</p>

Reference	Page	Policy/ Section	Main Modification
			<p>“From 2016 all new residential developments should aim to be zero-carbon and whatever date the government prescribes for the introduction of residential zero carbon standards through the Building Regulations, all new non-residential built developments in excess of 1,000 sq.m. gross permitted floorspace or being developed on a site having an area of 0.5 ha or more should aim to meet BREEAM standard excellent (or any future equivalent) <u>unless it can be demonstrated that the cost of achieving this would make the proposed development unviable.</u>”</p> <p>Amend the third paragraph as follows</p> <p>“Developers will be encouraged to find innovative solutions to achieve the standards set out in objectives of this policy.”</p> <p>Amend the fourth paragraph as follows:</p> <p>“Developers will need to demonstrate how their proposals accord with any local standards set in SPDs the provisions set out above and if not provide a justification as to why they cannot be achieved. They will need to undertake a A post construction review process <u>will be required for developments expected to meet the BREEAM excellent standard in the case of residential schemes involving 10 or more dwellings and non-residential schemes larger than the threshold identified above.</u>”</p> <p>Amend the final paragraph as follows:</p> <p>“....Birmingham Energy Savers Scheme, to achieve the same standards of sustainability as in new developments will also be encouraged.....”</p>
MM30	71	Policy TP3 Reasoned Justification	<p>Amend the last sentence of paragraph 6.12 as follows:</p> <p>“All new residential development should meet the relevant national standards for sustainable construction. In the case of new residential development, this will be achieved</p>

Reference	Page	Policy/Section	Main Modification
			<u>through energy performance standards applied through the Building Regulations in line with the Ministerial Statement of March 25th 2015.”</u>
MM31	72	Policy TP4 Low and Zero-carbon Energy Generation	<p>Amend the first sentence as follows:</p> <p><u>“Developers New developments</u> will be expected to incorporate the provision of low and zero carbon forms of energy generation or to connect into <u>existing low and zero carbon energy generation</u> networks where they exist in proposals for new development, wherever practicable <u>and unless it can be demonstrated that the cost of achieving this would make the proposed development unviable”</u></p> <p>Amend the second sentence of the second paragraph as follows:</p> <p>“However the use of other technologies – for example solar voltaics or thermal systems, wind turbines, biomass heating or ground source heating – will also be accepted where it can be demonstrated that they will have the same or similar benefits <u>and, there is no adverse impact on amenity and, in the case of ground source heating, environmental risks can be adequately managed.”</u></p> <p>Delete the third sentence of the second paragraph:</p> <p><u>“On sites where low or zero carbon technologies are not feasible, developers will be expected to contribute towards equivalent off site allowable solutions.”</u></p>
MM32	72	Paragraph 6.23	<p>Amend the paragraph as follows:</p> <p>“Further guidance on low carbon and renewable energy generation <u>the application of this policy</u> will be contained in an SPD <u>the ‘Your Green and Healthy City’ Supplementary Planning Document.”</u></p>

Reference	Page	Policy/ Section	Main Modification
MM33	74	Policy TP6 Managing Floodrisk	<p>Amend the title of the policy as follows; “Managing flood risk <u>Management of flood risk and water resources.”</u></p> <p>Amend the Surface Water Drainage Assessment section as follows: “Surface Water Drainage Assessment <u>Sustainable Drainage Assessment and Operation and Maintenance Plan</u></p> <p><u>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.</u></p> <p>As part of their Flood Risk Assessment (FRA) <u>and Sustainable Drainage Assessment</u> developers should demonstrate that the disposal of surface water from the site will not exacerbate existing flooding and that exceedence flows will be managed. Requirements for discharge from sites are outlined in the SFRA. This will include:</p> <p>Restrictions to the greenfield run-off rate for</p> <ul style="list-style-type: none"> • Greenfield sites • Brownfield sites at floodrisk • Brownfield sites where there are run-off impacts on a community at floodrisk <p>A minimum of a 20% reduction in peak flows between the existing and developed scenario for;</p>

Reference	Page	Policy/ Section	Main Modification
			<p>• All other brownfield sites</p> <p><u>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, unless it can be demonstrated that the cost of achieving this would make the proposed development unviable.</u></p> <p>Amend the last sentence of the first paragraph of the Sustainable Urban Drainage section as follows:</p> <p><u>“Where ground conditions are not suitable for infiltration then expected and direct flows into sewers and watercourses will be controlled in order to lessen the impact of flash floods and decrease the risk of flooding. Surface water runoff should be managed as close to its source as possible in line with the following drainage hierarchy:</u></p> <ul style="list-style-type: none"> • <u>Store rainwater for later use.</u> • <u>Discharge into the ground (infiltration).</u> • <u>Discharge to a surface water body.</u> • <u>Discharge to a surface water sewer, highway drain or other drainage system.</u> • <u>Drainage to a combined sewer.”</u> <p>Amend the final paragraph of the Sustainable Urban Drainage section as follows:</p> <p>“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 any the relevant national standards and there must be long-term operation and maintenance arrangements must be agreed with the relevant</p>

Reference	Page	Policy/ Section	Main Modification
			<p>risk management authority in place for the lifetime of the development.”</p> <p>Add at the end of the Rivers and Streams section of the policy :</p> <p><u>“The following development principles will apply:</u></p> <ul style="list-style-type: none"> <u>• An easement should be provided between the development and watercourses where appropriate and feasible.</u> <u>• Opportunities should be taken to benefit rivers by re-instating natural river channels.</u> <u>• Culverted watercourses should be opened up where feasible.</u> <u>• Existing open watercourses should not be culverted.”</u> <p>Amend the Enhancements of Water Resources section as follows:</p> <p>“...valuable as wildlife habitats. Culverting existing open watercourses will not be supported. Where watercourses are in culverts or heavily engineered channels, new development should remove them where impacts on the management of water have been fully considered and addressed. Other measures which would <u>Opportunities to</u> increase the..... Proposals should demonstrate compliance with the Water Framework Directive, Humber River Basin Management Plan <u>the Water Framework Directive, Humber River Basin Management Plan</u> exploring opportunities to help meet it’s <u>the Water Framework Directive’s</u> targets.</p> <p><u>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.”</u></p>

Reference	Page	Policy/ Section	Main Modification
MM34	74	Policy TP6 – Reasoned Justification	<p>Add the following to the end of paragraph 6.28:</p> <p><u>“The City Council will work with the Environment Agency to reduce floodrisk in Birmingham in line with the River Trent Catchment Flood Management Plan.”</u></p> <p>Add the following to the final bullet of paragraph 6.30:</p> <ul style="list-style-type: none"> • <u>“...through the appropriate application of Sustainable Drainage Systems.”</u> <p>Add the following additional bullets:</p> <ul style="list-style-type: none"> • <u>“Opportunities should be sought to reduce the overall level of floodrisk in the area and beyond through the layout and form of development.</u> • <u>Development should be designed to be safe throughout its lifetime, taking account of the potential impacts of climate change.”</u> <p>Add the following at the end of paragraph 6.31:</p> <p><u>“Birmingham City Council, the Environment Agency and Severn Trent Water are working in partnership to deliver flood risk and environmental improvements throughout the River Rea catchment. To deliver these improvements, third party external funding is required to secure capital funds from government. Developers are encouraged to consult with the above mentioned partnership to identify opportunities and synergies prior to planning.”</u></p> <p>Add the following at the end of paragraph 6.32:</p> <p><u>“A Sustainable Drainage: Guide to Design, Adoption and Maintenance will be produced 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.”</u></p>

Reference	Page	Policy/ Section	Main Modification
			<p>Amend paragraph 6.33 as follows:</p> <p>“..... future development of the Flood and Water Management Act 2010 including the establishment of SuDS Approving Bodies.”</p> <p>Add the following at the end of paragraph 6.34:</p> <p><u>“Birmingham lies within the Tame, Anker and Mease catchment for which a catchment-based approach is being promoted by DEFRA and the Environment Agency. A Catchment Management Plan has been prepared for the Birmingham element of this catchment.”</u></p>
MM35	76	Policy TP7 Green Infrastructure Network	<p>Amend the first sentence of the second paragraph as follows:</p> <p>“Any development proposal that would adversely affect the integrity of the network will be refused <u>sever or significantly reduce a green infrastructure link will not be permitted.</u>”</p>
MM36	76	Policy TP7 – Reasoned Justification	<p>Add the following at the end of paragraph 6.38:</p> <p><u>“ and the objectives of the Birmingham and Black Country Nature Improvement Area.”</u></p> <p>Add the following at the end of paragraph 6.41:</p> <p><u>“The green infrastructure network is illustrated on plan 15 and can be viewed at a larger scale on the Council’s website at (insert link at publication).”</u></p> <p>Amend the final sentence of paragraph 6.43 as follows:</p> <p>“The use and value of hedgerows <u>and permanent grasslands</u> are also increasing...”</p>
MM37	77	Plan 15	Replace with an A4 size plan showing all categories of green infrastructure.
MM38	78	Policy TP8 Biodiversity and	Delete the following words at the end of the first paragraph:

Reference	Page	Policy/ Section	Main Modification
		Geodiversity	<p>“... currently identified in the Policies Map or subsequently identified”.</p> <p>Amend the second paragraph as follows:</p> <p>“Development which directly or indirectly causes harm to sites of national importance (SSSIs and NNRs) will not be permitted. <u>An exception will only be made where the benefits of the development, at that site, clearly outweigh the impact that it is likely to have on the features that make the site special and any broader impacts on the national network of SSSIs.</u>”</p> <p>Amend the first bullet point of the third paragraph as follows</p> <ul style="list-style-type: none"> • “The strategic need for benefits of the proposal outweighs the need to safeguard the importance of the designated site, or important habitat, species or geological feature and no alternative site is available which will meet the need.” <p>Amend the fourth paragraph as follows:</p> <p>“Development proposals which may <u>are likely to</u> affect any designated site.....”</p> <p>Amend the fifth paragraph as follows:</p> <p>“The integrity of wildlife corridors and ‘stepping stones’ <u>connecting them</u> will be protected.....”</p> <p>Amend the penultimate paragraph as follows:</p> <p>“Priority habitats and priority species listed in Section 41 of the Natural Environment and Rural Communities Act 2006 or in national and the local Biodiversity Action Plans will be maintained and opportunities to enhance and add to these natural assets will also be identified.”</p> <p>Amend the final paragraph as follows:</p> <p>“All development should, where relevant, contribute to enhancing support the enhancement of <u>contribute to enhancing support the enhancement of</u>”</p>

Reference	Page	Policy/Section	Main Modification
			Birmingham’s natural environment, having regard to strategic objectives for the maintenance, restoration and creation of ecological and geological assets, <u>such as those identified for the Birmingham and Black Country Nature Improvement Area.</u>
MM39	78	PolicyTP8 – Reasoned Justification	<p>Amend the second sentence of paragraph 6.45 as follows:</p> <p>“There are currently two Sites of Special Scientific Interest (SSIs), 40 11 Local Nature Reserves (LNRs), 56-55 Sites of Importance for Nature Conservation (SINCs), and over 110-121 Sites of Local Importance for Nature Conservation.....”</p> <p>Add at the end of the paragraph 6.45.</p> <p><u>“Sites which are currently designated as of national, regional or local importance are shown on a plan which is available on the Council’s website at (insert link at publication).”</u></p> <p>Add additional paragraph after paragraph 6.46:</p> <p><u>“6.46a 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 Chase Extension Canal Special Areas of Conservation (SACs). The HRA confirms that the proposals within this Plan are not likely to have an adverse effect on any of these sites. However the Council will continue to have regard to the need to protect these sites in considering major development proposals.”</u></p>
MM40	80	Policy TP9 Open Space, Playing Fields and Allotments	<p>Add additional bullet to first section:</p> <ul style="list-style-type: none"> • <u>“The development is for alternative sport or recreational provision, the benefits of which clearly outweigh the loss”</u>

Reference	Page	Policy/ Section	Main Modification
			<p>Amend the second and third paragraphs of the Provision of public open space section as follows:</p> <p>“New developments, particularly residential, will place additional demand upon all types of open space and children’s play areas. New residents, visitors to Birmingham and people working within the city all place varying demands upon open space. <u>In new residential developments provision of new public open space will be required broadly in line with the standard of 2 ha per 1000 population.</u> The City Council’s Public Open Space in New Residential Development SPD requires, i In most circumstances that residential schemes of 20 or more dwellings should provide on-site public open space and/or children’s play provision. However, developer contributions could be used to address the demand from new residents on other types of open space such as allotments and civic spaces.</p> <p>In new residential developments provision of new public open space will be required broadly in line with the standard of 2 ha per 1000 population. Further detail <u>on the implementation of these requirements</u> is provided in the Public Open Space in New Residential Development SPD.”</p>
MM41	82	Policy TP10 Green Belt	<p>Amend the second paragraph as follows:</p> <p>“The Green Belt in Birmingham includes a number of Green Wedges which are areas of countryside which extend into the City”</p> <p>Amend the third paragraph as follows:</p> <p>“The following Green Wedges <u>areas</u> form part of the Green Belt”</p> <p>Amend the fourth bullet point of paragraph three as follows:</p> <p>“Newhall <u>New Hall</u> Valley.”</p>

Reference	Page	Policy/ Section	Main Modification
			<p>Amend the fourth paragraph as follows:</p> <p>“Measures to improve public access to these se Green Belt areas Green Wedges and the wider Green Belt will be encouraged.”</p> <p>Amend the final sentence as follows:</p> <p>“Outdoor sport and recreational facilities in keeping with the character and function of the Green Belt will also be supported, <u>provided that their provision preserves the openness of the Green Belt, and does not conflict with the purposes of including land within it.</u>”</p>
MM42	83	Policy TP11 Sports Facilities	<p>Amend the first paragraph as follows:</p> <p>“The provision and availability of facilities for people to take part in <u>formal and</u> informal activity, that contribute to healthier lifestyleswill be supported and promoted.”</p> <p>Amend the second paragraph as follows:</p> <p>“The City Council....where deficiencies <u>and oversupply</u> are identified <u>in an up-to-date need assessment</u> will aim to work with partners to address this.”</p> <p>Amend the third paragraph as follows:</p> <p>“.....the loss of existing sports facilities for these sports will not be allowed unless <u>appropriate an equivalent or better quantity and quality</u> replacement provision is provided.”</p> <p>Amend the fourth paragraph as follows:</p> <p>“Facilities within the city’s schools <u>educational establishments</u> that can be used by the community provide a useful contribution...”</p> <p>Amend the fifth paragraph as follows:</p>

Reference	Page	Policy/ Section	Main Modification
			<p>“Sporting facilities <u>for participation sport</u> which attract large numbers of visitors....”</p> <p>Amend the final paragraph as follows:</p> <p>“..... amenity of local residents. <u>Advice should be sought from Sport England when considering proposals for sports lighting. The use of planning conditions to control the use of sports lights may be applied where appropriate.</u>”</p>
MM43	83	Policy TP11 – Reasoned Justification	<p>Amend the last sentence of paragraph 6.64 as follows:</p> <p><u>“While these are not covered by policy TP11 they these</u> will continue to be important assets for the City but sit outside the approach to protection of facilities set out in the policy, and are covered by policy TP24.”</p>
MM44	84	Policy TP12 Historic environment	<p>Amend the first sentence as follows:</p> <p>“The historic environment, consisting of <u>consists of</u> archaeological remains, historic buildings, townscapes and landscapes, including and includes locally significant assets and their settings in addition to designated and statutorily protected features. It will be valued, protected, enhanced and managed...”</p> <p>Add at the end of the first paragraph;</p> <p><u>“..and the Council will seek to manage new development in ways which will make a positive contribution to its character.”</u></p> <p>Amend the first bullet point as follows:</p> <p>“Great weight will be given to the conservation of the City’s heritage assets. <u>Proposals for</u> new development affecting a designated or non-designated heritage asset or its setting, including alterations and additions, will be expected to make a positive contribution to its character,</p>

Reference	Page	Policy/Section	Main Modification
			<p>appearance and significance determined in accordance with national policy.”</p> <p>Amend the final bullet point as follows:</p> <p>“Innovative design which retains the significance of the heritage assets(s) and integrates the historic environment into new development <u>which retains the significance of heritage asset(s)</u> and is integrated with Development proposals that raise awareness of the historic environment will be encouraged.”</p> <p>Amend the first sentence of the final paragraph as follows:</p> <p>“The historic importance of canals is acknowledged, and important groups of canal buildings and features will be protected, <u>especially</u> where they are listed or in a Conservation Area.”</p>
MM45	86	Policy TP13 Sustainable Management of the City’s Waste	<p>Add the following at the end of the policy:</p> <p><u>“In the case of development on any site of over 5 hectares, the Council will require the preparation of a strategy for the prevention, minimisation and management of waste.”</u></p>
MM46	87	Policy TP14 New and Existing Waste Facilities	<p>Amend the first two lines of the fourth bullet point as follows:</p> <p>“Protecting existing waste management facilities in Birmingham that contribute to the City’s waste management capacity, provided that they ...”</p>
MM47	88	Policy TP15 Location of Waste Management Facilities	<p>Amend the first sentence of the second paragraph as follows:</p> <p>“Proposals for new or expanded waste management facilities, <u>including in the locations listed above,</u> will be considered against the following criteria.”</p>
MM48	88	New Policy after Policy TP15	<p>Add additional policy as follows:</p>

Reference	Page	Policy/ Section	Main Modification
			<p><u>“Minerals</u></p> <p><u>Introduction</u></p> <p><u>6.91 The delivery of the growth strategy set out in this Plan will require the use of a significant amount 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.</u></p> <p><u>Policy TP15A Minerals</u></p> <p><u>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 viably workable minerals should be extracted.</u></p> <p><u>Minerals infrastructure, including sites for concrete batching, the manufacture 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.</u></p> <p><u>Why we have taken this approach</u></p> <p><u>6.92 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/redevelopment schemes take place, it is important that any viably workable minerals are identified and extracted in order to prevent them from being sterilised.</u></p> <p><u>6.93 The Council’s policies for the management of waste seek to encourage the recycling</u></p>

Reference	Page	Policy/ Section	Main Modification
			<p><u>of construction and demolition waste. This can make an important contribution to meeting the demand for aggregates within the city. The Council will therefore seek to protect facilities associated with this, and minerals infrastructure generally.</u></p> <p><u>6.94 The Council will continue to work in partnership with the other Metropolitan Authorities to produce and keep up-to-date a Local Aggregates Assessment and will continue to contribute to the work of the Regional Aggregates Working Party.”</u></p>
MM49	94	Policy TP17 Regional Investment Sites	<p>Amend the final paragraph as follows:</p> <p>“Two Regional Investment Sites are currently being developed at Longbridge and at East Aston. Development on these sites will be restricted to high quality uses falling within Use Classes B1 and B2. Warehousing will only be supported permitted where it is ancillary to the main B1 or B2 use. Complementary facilities to the RIS such as leisure facilities, small-scale retail and conferencing facilities may be supported permitted but only at an appropriate scale and ancillary to the main B1/B2 use of the site. The potential for supporting facilities to be provided off site, through either new or existing facilities, will also be taken into account.”</p>
MM50	94	Policy TP17 – Reasoned Justification	<p>Insert a new paragraph after paragraph 7.10 as follows:</p> <p><u>“Development on the Regional Investment Sites is intended to comprise high quality uses within the B1 and B2 Use Classes and appropriate complementary facilities to ensure that the sites are attractive to high value investment. Uses that would have a detrimental impact on the intended character of the Regional Investment Sites would undermine this aim and as such are not appropriate for these sites. Examples of such uses include vehicular repairs and waste activities falling within the B2 use class.”</u></p>
MM51	95	Policy TP18 Core Employment Areas	<p>Amend the first sentence of the second paragraph as follows:</p> <p>“For this purpose economic employment use is defined as B1b (Research and Development), B1c (Light Industrial), B2 (General Industrial) and B8 (Warehousing and Distribution) and other</p>

Reference	Page	Policy/Section	Main Modification
			uses appropriate for industrial areas such as waste management, <u>builders’ merchants and machine/tool hire centres.</u>
MM52	95	Policy TP18 – Reasoned Justification	Add the following to the end of paragraph 7.14: <u>“The need to retain the areas shown as Core Employment Areas on the Policies Map will be kept under regular review. Land within the HS2 Safeguarding Area at Washwood Heath will also become available for employment use in the event that it is not required for HS2 purposes.”</u>
MM53	96	Policy TP19 Protection of Employment Land	Delete the second paragraph: “The Core Employment Areas defined on the Policies Map will be safeguarded for employment development and other uses appropriate for employment areas such as waste management facilities.” Amend the third paragraph as follows: “Outside of <u>Regional Investment Sites and</u> Core Employment Areas there are <u>may be</u> occasions where employment land has become obsolete and can no longer make a contribution towards the portfolio of employment land. In such cases change of use proposals from employment development to other uses will be supported <u>permitted</u> where it can be demonstrated that either: <ul style="list-style-type: none"> • The site is considered a non-conforming use; or <ul style="list-style-type: none"> • The site is no longer attractive for employment development based on the marketing, viability and other tests set out in the SPD on the Loss of Industrial Land to

Reference	Page	Policy/ Section	Main Modification
			<p><u>Alternative Uses- having been actively marketed, normally for a minimum of two years, at a price which accords with other property of a similar type in the area. Where it is argued that redevelopment for employment purposes would be commercially unviable, a viability assessment may also be required which should include investigations into the potential for public sector funding to overcome any site constraints.”</u></p> <p>Delete the final paragraph:</p> <p>“Proposals involving the loss of employment land will be expected to make a financial contribution towards the upgrading and improvement of the quality of other employment land within the vicinity of the development.”</p>
MM54	96	Policy TP19 Reasoned Justification	<p>Amend paragraph 7.18 as follows:</p> <p>“The SPD on the Loss of Industrial Land to Alternative Uses provides an appropriate and effective way of assessing loss of employment land proposals. <u>provides further details on the information required when submitting a planning application involving the loss of employment land. An updated version of this SPD will be prepared to reflect the incorporation of aspects of it within this Plan.”</u></p>
MM55	97	Policy TP20 The Network and Hierarchy of Centres	<p>Add after the second sentence of the first paragraph:</p> <p><u>“Residential development will also be supported in centres having regard to the provisions of Policy TP23.”</u></p> <p>Add at the end of the first paragraph:</p> <p><u>“...will be encouraged, particularly where they can help bring vacant buildings back into positive use.”</u></p>

Reference	Page	Policy/ Section	Main Modification
			<p>Amend the fourth paragraph as follows:</p> <p>“The comparison retail requirements as set out in the table <u>include commitments and</u> should be treated as specific to each centre.”</p> <p>Add the following to the District Centre list:</p> <p><u>“Longbridge”</u></p> <p>Add the following at the end of the District Centre explanation in the table:</p> <p><u>“In the case of Longbridge the provision of additional comparison retail floorspace will be controlled in accordance with policy GA 10.”</u></p> <p>Delete the following from the Local Centre list:</p> <p>“Longbridge Tyburn Road”</p> <p>Add the following to the Local Centre List:</p> <p><u>“Green Lane Yardley Road”</u></p> <p>Amend the name of the following District Growth Centre:</p> <p>“Perry Barr/Birchfield”</p> <p>Amend the names of the following District Centres :</p>

Reference	Page	Policy/ Section	Main Modification
			<p>“Alum Rock <u>Road</u></p> <p>Coventry Road, Small Heath</p> <p>Edgbaston (Five Ways)</p> <p>Swan Shopping Centre”</p> <p>Amend the names of the following Local Centres:</p> <p><u>“The Parade</u>, Hall Green</p> <p>Highfield Road, <u>Hall Green</u></p> <p>Kings Norton <u>Green</u></p> <p>Lozells Road</p> <p>Quinton Village</p> <p>Robin Hood, <u>Hall Green</u>”</p> <p>Make consequential changes to Plan 16 and the Policies Map</p> <p>Amend the final paragraph as follows:</p> <p><u>“Except for any specific allocations in this Plan</u>, proposals for retail, office, leisure and entertainment main town centre uses outside <u>the boundaries</u> of the network of centres identified in policy TP 20 will not be supported <u>permitted</u> unless they satisfy the requirements set out in national planning policy. An impact assessment will be required for proposals greater than 2,500 sq.m. (gross). <u>The City Centre boundary for main town centre uses, and the City Centre Retail Core boundary are both shown on the Policies Map. Boundaries for other</u></p>

Reference	Page	Policy/ Section	Main Modification
			<u>centres are shown in the Shopping and Local Centres SPD.”</u>
MM56	98	Policy TP20 – Reasoned Justification	<p>Add the following after the second sentence of paragraph 7.21:</p> <p>“The Shopping and Local Centres SPD contains boundaries and Primary Shopping Areas for each of the centres identified except for the City Centre. <u>However it should be noted that the hierarchy used in the SPD differs in some respect from that in this policy. It is proposed to update the SPD to bring it in line with this Plan.”</u></p> <p>Add the following at the end of paragraph 7.23.</p> <p><u>“The floorspace figures are inclusive of commitments, which totalled around 142,000 sq m gross in 2012, about 77,000 sq m of which was in the City Centre, Sutton Coldfield and the District Growth Centres.”</u></p> <p>Add the following to the end of paragraph 7.27:</p> <p><u>“The leisure, evening economy is also important and will continue to be supported in suitable centres and in line with the principles established in policy PG3.”</u></p> <p>Amend paragraph 7.28 as follows:</p> <p><u>“The Longbridge AAP Policy GA10</u> sets out specific levels of retail and office floorspace for the new centre at Longbridge.”</p>
MM57	102	Policy TP23 Promoting a Diversity of Uses within Centres	<p>Amend the third bullet as follows:</p> <p>“Restaurants and takeaways, <u>pubs and bars.</u>”</p> <p>Amend the second and third paragraphs as follows:</p> <p><u>“Within this context it remains important to ensure that:</u></p>

Reference	Page	Policy/ Section	Main Modification
			<ul style="list-style-type: none"> • Centres can maintain their predominantly retail function and provide shops (class A1 uses) to meet day to day needs. • There is no over-concentration of non retail uses (class A2, A3, A4 and A5) within a centre, and no dead frontages to the detriment of the retail function, attractiveness and character of the centre in question. <p>It is recognised that centres vary in terms of the mix of uses they contain and some have niche roles, for example the Balti Triangle in Sparkbrook. These niche roles will continue to be supported.</p> <p><u>As well as these uses it is also recognised that centres vary in terms of the mix of uses they contain and some have niche roles, for example the Balti Triangle in Sparkbrook. These niche roles will continue to be supported.</u></p> <p><u>Within this context it remains important to ensure that centres maintain their predominantly retail function and provide shops (Class A1 uses) to meet day to day needs. Primary Shopping Areas have been defined to help achieve this by protecting the retail function of centres.</u></p> <p><u>Within the Primary Shopping Areas:</u></p> <ul style="list-style-type: none"> • <u>55% of all ground floor units in the Sub-Regional and District Centres (including District Growth Points) should be retained in retail (Class A1) use and</u> • <u>50% of all ground floor units in the Local Centres should be retained in retail (Class A1) use.</u> <p><u>Applications for change of use out of A1 will normally be refused if approval would reduce the proportion of units in A1 use to below these thresholds, unless exceptional</u></p>

Reference	Page	Policy/ Section	Main Modification
			<p><u>circumstances can be demonstrated.</u></p> <p><u>In addition, within the Centre boundary of the Sub Regional, District (including Growth Points) and Local Centres, no more than 10% of units within the centre or within any frontage shall consist of hot-food takeaways.</u></p> <p><u>Further detail on the application of this policy is contained in the Shopping and Local Centres SPD. The boundaries of the centres and the Primary Shopping Areas are defined within the SPD.”</u></p>
MM58	102	Policy TP23 – Reasoned Justification	<p>Add a new final sentence to para 7.38 as follows:</p> <p><u>“This policy seeks to ensure that the main retail function is not undermined by a concentration of non A1 uses and that an over-concentration of uses such as hot-food takeaways does not occur.”</u></p> <p>Amend the final sentence of para 7.39 as follows:</p> <p><u>“More detail on the application of these policies is contained in tThe Shopping and Local Centres SPD. provides detailed policies on the concentrations of specific uses within Centres.”</u></p>
MM59	103	Policy TP24 Tourism and Tourist Facilities	<p>Amend the title of the policy as follows:</p> <p>“Tourism and tourist <u>cultural</u> facilities.”</p> <p>Amend the first sentence of the second paragraph as follows:</p> <p>“This will include supporting the City’s existing tourist <u>and cultural</u> facilities.....”</p>
MM60	108	Policy TP26 Sustainable	Amend bullet 5 as follows:

Reference	Page	Policy/Section	Main Modification
		Neighbourhoods	“...and the use of green and blue infrastructure.”
MM61	109	Policy TP27 The Location of New Housing	<p>Amend the first sentence as follows:</p> <p>“Proposals for n<u>New residential development....”</u></p> <p>Amend the first bullet as follows:</p> <ul style="list-style-type: none"> • “Be located outside flood zones 2 and 3a (unless effective mitigation measures can be demonstrated) and 3b.” <p>Amend the second bullet point as follows:</p> <p>“Be adequately serviced by existing or new infrastructure which should be in place before the new housing is provided for which it is required.”</p>
MM62	110	Policy TP28 The Housing Trajectory	<p>Amend the trajectory as follows:</p> <ul style="list-style-type: none"> • “1,300 dwellings per annum (2011/12 – 2013/14). • 1,900 dwellings per annum (2014/15 – 2015/16). • 2,500 dwellings per annum (2016/17 – 2020/21). • 3,090 dwellings per annum (2021/22 – 2030/31). • <u>1,650 dwellings per annum (2011/12 – 2014/15).</u> • <u>2,500 dwellings per annum (2015/16 – 2017/18).</u> • <u>2,850 dwellings per annum (2018/19 - 2030/31).”</u>

Reference	Page	Policy/ Section	Main Modification
			And make consequential change to Figure 1
MM63	110	Policy TP28 – Reasoned Justification	<p>Add at the following at the end of paragraph 8.13</p> <p><u>“Whilst the trajectory sets out annual provision rates, they are not ceilings. Housing provision over and above that set out in the trajectory will be encouraged and facilitated wherever possible.”</u></p>
MM64	111	Policy TP29 The Type, Size and Density of New Housing	<p>After the first paragraph, add a fifth bullet point as follows:</p> <ul style="list-style-type: none"> • <u>“Market signals and local housing market trends.”</u> <p>In the final paragraph, revise the second sentence as follows:</p> <p>“There may be occasions where a lower density would be appropriate <u>in order to preserve the character of the locality</u>, for instance within a conservation area or a mature suburb, or where a proposal would make ...”</p>
MM65	111	Policy TP29 – Reasoned Justification	<p>Add new paragraph after paragraph 8.19:</p> <p><u>“The private rented sector, where multiple units are developed and held in single ownership for long term rental, is supported by the City Council as making an important contribution to the supply of housing in the city, and meeting the needs of a mobile workforce, young professionals, households who have deferred house purchase or those who prefer to rent as a lifestyle choice. The City Council recognise the different characteristics of such developments (typically funded by large institutions or investors), including the lifetime development economics, which look to longer term returns rather than short term “market” gains (compared to more traditional open market schemes), and will have regard to its particular characteristics during the decision making process when assessing the acceptability and viability of schemes.”</u></p>

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MM66	112	Policy TP30 Affordable Housing	<p>Amend the first sentence as follows:</p> <p>“The City Council will seek a developer contribution of 35% <u>affordable homes as a developer contribution towards the provision of affordable housing</u> on new developments of 15 dwellings or more.”</p> <p>Amend the fourth paragraph as follows:</p> <p>“In addition to general needs housing, development proposals for housing of a specialist nature <u>within the C3 use class</u>, such as housing for the elderly including extra care, supported housing and age restricted housing, will....”</p> <p>Amend the final paragraph as follows:</p> <p>“Where the applicant considers that a development proposal cannot provide affordable housing in accordance with the percentages set out above, <u>either for example</u> due to abnormal costs or changing economic conditions, the viability of the proposal will be assessed using a viability assessment tool as specified by the City Council. The use of a standard assessment tool* <u>for all development proposals</u> will ensure that viability is assessed in a transparent and consistent way. The level of provision will only be revised where viability has been assessed using the specified tool. <u>The different characteristics of developments which look to longer term returns rather than short term “market” gains, such as multiple units of private rented sector housing in a single ownership intended for long term rental, will be taken into account when assessing viability.</u> Costs associated with assessing the viability of a proposal shall be borne by the applicant.”</p>
MM67	114	Policy TP31 Housing Regeneration	<p>Add an additional bullet point as follows:</p> <ul style="list-style-type: none"> • “The Bromford Estate

Reference	Page	Policy/ Section	Main Modification
			<ul style="list-style-type: none"> • <u>Newtown</u> • Druids Heath and Maypole ...”
MM68	115	Policy TP32 Student Accommodation	<p>Amend the final bullet point as follows:</p> <ul style="list-style-type: none"> • “The design and layout of the accommodation together with the associated facilities provided will create <u>a safe, secure positive and welcoming living experience environment.</u>”
MM69	116	Policy TP 33 Provision for Gypsies, travellers and Travelling Showpeople	<p>Add an additional sentence at the beginning as follows:</p> <p><u>“The following sites are allocated to provide for accommodation for gypsies and travellers:</u></p> <ul style="list-style-type: none"> • <u>Hubert St / Aston Brook St East</u> • <u>Rupert St / Proctor St”</u> <p>Revise the first sentence of the submitted policy as follows:</p> <p><u>“The provision of Other proposals for accommodation for Gypsies, Travellers and Travelling Showpeople will be supported on suitable sites in sustainable locations permitted where...”</u></p> <p>Delete the first and second bullet points:</p> <ul style="list-style-type: none"> • “There is a demonstrated need for Gypsy and Traveller / Travelling Showpeople accommodation in the City identified by a regional, sub-regional or local need assessment. • The site would not unacceptably adversely affect the character of the immediate or surrounding area, and there would be no significant unacceptable adverse impact on the amenity of nearby residents or on the operations of adjoining land uses.”

Reference	Page	Policy/ Section	Main Modification
			<p>Amend the third bullet point as follows:</p> <ul style="list-style-type: none"> • “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.” <p>Amend the fifth bullet point as follows:</p> <ul style="list-style-type: none"> • “The site is accessible to shops, schools, health facilities and employment opportunities by public transport, on foot or by cycle and is capable of being served by services such as mains water, sewerage and power and waste disposal.” <p>Delete the final sentence :</p> <p>“In applying the above criteria the City Council will seek to ensure that there is an even distribution of sites across the City.”</p>
MM70	116	Policy TP33 – Reasoned Justification	<p>Amend the final sentence of paragraph 8.33 as follows;</p> <p>“The City Council will seek to enable the provision of meet identified need on suitable sites in appropriate sustainable locations and maintain a five year supply of deliverable pitches / plots.”</p> <p>Amend paragraph 8.34 as follows:</p> <p>“The Gypsy and Traveller Assessment (2014) undertaken jointly with the neighbouring authorities of Coventry City Council and Solihull Metropolitan Borough Council identified a need for an additional 19-8 permanent pitches in Birmingham by 2017-2031. It is likely that need can best be met through two sites. The GTAA also identified a need for up to 10-10 – 15 transit pitches and recommended that 5 stopping places be provided. Transit sites are permanent sites intended for temporary use where the length of stay generally varies between 28 days and 3 months.”</p>

Reference	Page	Policy/ Section	Main Modification
			<p>Amend paragraph 8.35 as follows;</p> <p>“There is currently one site for Travelling Showpeople in the city. This is fully occupied and an alternative larger site may be required at some stage. <u>This has sufficient spare capacity to accommodate additional needs up to 2031.</u>”</p> <p>Add additional paragraph after paragraph 8.35 as follows</p> <p><u>“The City Council will identify sufficient sites to address identified need in accordance with relevant national planning guidance, currently the PPTS. In particular a five year supply of specific deliverable sites will be maintained. Two sites at Hubert St / Aston Brook St East and Rupert St / Proctor St have been identified and are shown on the Policies Map. These sites are of sufficient size to provide a five year supply and may, subject to good design, also be sufficient to meet identified needs for years six to ten.”</u></p> <p>Amend paragraph 8.36 as follows:</p> <p>“The City Council will review the level of need periodically during the plan period. and will identify sites to address need in accordance with the relevant national planning policy or guidance. <u>The broad location of search for additional sites required beyond the first five years, either to meet additional needs or to help meet current needs, will be the South Western part of the city’s urban area.</u> The criteria based policy will be used in determining applications for sites to meet the needs within Birmingham. <u>The criteria set out in the policy will be used to assess the suitability of potential sites and to determine planning applications. When sites have been identified in line with national policy, planning permission will not be granted for sites in the green belt.</u>”</p>
MM71	118	Policy TP35 Education	<p>Amend the third paragraph as follows:</p> <p>“Proposals for new schools <u>education facilities</u> should....”</p>

Reference	Page	Policy/Section	Main Modification
			Amend the first bullet as follows ‘Have safe access by cycle and walking as well as by car <u>and incorporate a school travel plan.</u> ’
MM72	119	Policy TP 36 Health	Amend the first bullet point as follows: <ul style="list-style-type: none"> • “Helping to tackle obesity and ‘improve fitness <u>encourage physical activity</u> through the provision of open space and playing fields Add the following additional bullet point: <ul style="list-style-type: none"> • <u>“Making provision for open space and allotments (policy TP9).”</u> Amend the final sentence as follows: “Proposals for the development of new and the improvement of existing health care infrastructure required to support Birmingham’s growing population will in general be promoted <u>permitted provided they meet the requirements of other policies.</u> ”
MM73	122	Policy TP37 A Sustainable Transport Network	Add an additional bullet point as follows: <ul style="list-style-type: none"> • <u>“In some circumstances, the re-allocation of existing roadspace to more sustainable transport modes.”</u>
MM74	125	Policy TP39 Cycling	Amend bullet 4 of the policy as follows: <ul style="list-style-type: none"> • “Improving cycle security with upgraded parking and trip end facilities within the City Centre and local centres <u>and at railway stations.</u>” Add the following additional bullet point: <ul style="list-style-type: none"> • <u>“Ensuring that new development incorporates appropriately designed facilities</u>

Reference	Page	Policy/ Section	Main Modification
			<u>which will promote cycling as an attractive, convenient and safe travel mode.”</u>
MM75	126	Policy TP 40 Public Transport	<p>Amend the third bullet of the Bus and Coach section as follows:</p> <ul style="list-style-type: none"> • “...through initiatives such as SMART routes and other bus priority measures and infrastructure.” <p>Amend bullet 3 of the rail section as follows:</p> <p>“The provision of new stations at Kings Heath, Hazelwell and Moseley on the Camp Hill route, <u>Castle Vale</u>, Walmley, <u>Sutton Coldfield Town Centre</u> and Sutton Park on the Sutton Park route <u>and</u> at the Fort and Castle Vale <u>on the Tamworth route</u>, and at Soho Road on the Wolverhampton and Walsall route.”</p> <p>Add at the end of the rail section:</p> <p><u>“The Council will continue to protect land within the designated HS2 Safeguarding Area. The area covered by the most recently issued Safeguarding Direction, at the time of the adoption of this plan, is shown on the Policies Map. Further updated Safeguarding Directions, which would supersede the HS2 Safeguarding Area shown on the Policies Map, may be issued by the Secretary of State for Transport and will be available at http://www.hs2.org.uk/developing-hs2/safeguarding”.</u></p> <p>Add the following at the end of the first paragraph of the Rapid Transit section:</p> <p><u>“This will include cross-boundary routes, for example to the Black Country.”</u></p> <p>Amend the second paragraph of the Rapid Transit section as follows;</p> <p>“In particular support for:</p>

Reference	Page	Policy/ Section	Main Modification
			<ul style="list-style-type: none"> • <u>A new Metro station at All Saints.</u> • An extension of the Midland Metro Tram network from New St to Centenary Square <u>and Five Ways Edgbaston.</u> • Bus Rapid Transit routes from the City Centre along the Walsall Road and Hagley Road. • A rapid transit link between the City Centre and Birmingham Airport and the proposed HS2 interchange in Solihull. • <u>An extension of the Midland Metro Tram network to Eastside and the Curzon Street High Speed 2 station.</u> • <u>Additional SPRINT/Rapid Transit routes with cross city centre links on a number of key corridors including but not limited to:</u> <ul style="list-style-type: none"> <u>Birmingham City Centre – Walsall</u> <u>Birmingham City Centre – Quinton</u> <u>Birmingham City Centre – Bartley Green</u> <u>Birmingham City Centre – Longbridge</u> <u>Birmingham City Centre – Airport (via East Birmingham)</u> <u>Birmingham City Centre – Airport (via A45)</u> <u>Birmingham City Centre – Maypole/Druids Heath</u>

Reference	Page	Policy/Section	Main Modification
			<p><u>Birmingham City Centre – Sutton Coldfield</u></p> <p><u>Birmingham City Centre – Kingstanding</u></p> <p><u>Outer Circle/Route 11 Orbital.”</u></p>
MM76	127	Policy TP40 – Reasoned Justification	<p>Amend paragraphs 9.28 to 9.31 as follows:</p> <p>“9.28 However, the City’s suburban rail network is of only limited size and in need of enhancement, particularly as levels of commuting are rising and journey lengths increasing. 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:</p> <ul style="list-style-type: none"> • Camp Hill route (Kings Heath, Hazelwell, Moseley). • Water Orton Corridor (Fort and Castle Vale). • Sutton Park Line (<u>Castle Vale</u>, Walmley, <u>Sutton Coldfield Town Centre</u> and Sutton Park). <p><u>The delivery of the Camp Hill Chord and Water Orton Corridor schemes are 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.</u></p> <p>9.29 Centro manage a number of Park and Rides within the City that are linked to suburban rail stations. Currently these sites provide over 2200 parking spaces. These are supplemented by additional sites in the other West Midlands Districts which provide additional capacity and reduce the length of commuter car trips on Birmingham’s road network. There is potential to increase park and ride provision alongside proposals to increase the capacity of the suburban rail network. In some cases this may require decked car parking to be provided at suburban stations <u>along with</u></p>

Reference	Page	Policy/ Section	Main Modification
			<p><u>localised access improvements and controlled parking measures. In addition, pedestrian and cyclist accessibility may need improvement to enhance modal interchange including at Five Ways Station on the edge of the City Centre.</u></p> <p>9.30 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. <u>As such, it is a key component of the City Council’s Birmingham Connected transport strategy.</u></p> <p>9.31 The City’s Metro line between Snow Hill station and Wolverhampton is currently being extended to New Street Station <u>and Centenary Square, with a further extension proposed to Five Ways Edgbaston.</u> To augment existing local bus and heavy rail Metro services on certain key corridors, 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/<u>Solihull</u>. The system would also serve HS2 stations, <u>with initial extensions planned to Eastside, the Curzon High Speed 2 station and Adderley Street.</u> Consideration is also being given to the introduction of alternative rapid transit systems including <u>SPRINT/bus rapid transit, with a range of corridors identified in the City Council’s Birmingham Connected transport strategy. Such services would be fast and reliable, operate with high quality vehicles and where practically possible have priority use of the highway network. Key routes include connecting the City Centre with the Airport (via A45), Bartley Green, Kingstanding, Longbridge, Maypole/Druids Heath, Quinton, Sutton Coldfield and Walsall. Movements will also be considered on the Outer Circle/Route 11 orbital along with cross boundary services. Interchange between modes will be strongly supported, with good access for pedestrians and cyclists forming key elements of all scheme proposals. The design of SPRINT/ bus rapid transit routes will be undertaken so as to not preclude future Metro operations.</u></p>

Reference	Page	Policy/ Section	Main Modification
			<p>Add the following additional paragraph after paragraph 9.31:</p> <p><u>“The High Speed 2 (HS2) Safeguarding Zone is a designation put in place by the Government. Safeguarding means that, except where that type of application for planning permission is exempted, LPAs must consult HS2 Ltd on any application for planning permission, or undecided applications for planning permission, which fall within the safeguarded areas. HS2 Ltd must then respond to the consultation within 21 days, or by an agreed date. If HS2 Ltd objects to a planning application and the LPA are minded to approve it, they must first notify the Secretary of State for Transport. The Secretary of State can within 21 days then either notify the LPA that he/she has no objections to permission being granted, or issue a direction restricting the granting of planning permission for that application. The purpose of the designation is to ensure that proposed developments within the safeguarded area do not negatively affect the delivery of the nationally important HS2 proposals. The designation does not necessarily mean that all of the land within the safeguarding zone will be required for the construction of HS2.”</u></p>
MM77	128	Policy TP41 Freight	<p>Add at the end of the policy:</p> <p><u>“Where freight movements result in negative environmental impacts, the Council will consider the use of restrictions on the size and type of vehicles and access restrictions at certain times to address this.”</u></p>
MM78	128	Policy TP41 – Reasoned Justification	<p>Add at the end of paragraph 9.34:</p> <p><u>“In applying this policy the Council will also have regard to the West Midlands Metropolitan Freight Strategy and Centro’s Urban Road Freight Network.”</u></p>
MM79	131	Policy TP43 Traffic and Congestion Management	<p>Amend the first bullet as follows:</p> <ul style="list-style-type: none"> • “Route management strategies incorporating the ‘Smart Route’ approach on key routes....”

Reference	Page	Policy/ Section	Main Modification
MM80	131	Policy TP43 – Reasoned Justification	Amend the first sentence as follows: “The ‘Smart Routes’ concept, which aims Measures to maximise the effectiveness of.....”
MM81	134	Policy TP44 Accessibility Standards for New Development	Add the following to the second bullet point: <u>“In circumstances where this standard is not achievable, accessibility to bus services should be in line with Centro’s accessibility standards.”</u>
MM82	134	Policy TP44 – Reasoned Justification	Add a new paragraph after paragraph 9.60 as follows: <u>“Centro’s accessibility standards can be found on Centro’s website (http://www.centro.org.uk/transport/bus/access-standards/).”</u>
MM83	140		Add additional policy as follows: <u>“Developer Contributions</u> <u>Policy TP46 Developer Contributions</u> <u>Development will be expected to provide, or contribute towards the provision of:</u> <ul style="list-style-type: none"> • <u>Measures to directly mitigate its impact and make it acceptable in planning terms.</u> • <u>Physical, social and green infrastructure to meet the needs associated with the development.</u> <u>Why we have taken this approach:</u> <u>10.11 These contributions will be sought in line with Circular 05/2005, Community</u>

Reference	Page	Policy/ Section	Main Modification
			<p><u>Infrastructure Levy regulations or 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 other planning 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 BDP.</u></p> <p><u>10.12 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 continue to 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.</u></p> <p><u>10.13 Community Infrastructure Levy - the Community Infrastructure Levy (CIL) came into force in April 2010 and 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 as a result of development. This includes new or safer road schemes, flood defences, schools, hospitals and other health and social care facilities, park improvements, green spaces and leisure centres. The City Council is putting in place a CIL to support the delivery of the sustainable growth agenda set out in the BDP.</u></p>

Reference	Page	Policy/Section	Main Modification
MM84	144	Monitoring	<p>Add additional policy as follows:</p> <p><u>“Policy TP47 Monitoring and promoting the achievement of growth targets</u></p> <p><u>The City Council will monitor progress annually towards the achievement of the key targets for growth (housing, including affordable housing, employment, offices and retail) set out in policy PG1. In the event that the supply of land falls significantly behind that required to achieve these targets, the Council will undertake a full or partial review of the Plan in order to address the reasons for this.</u></p> <p><u>Key indicators which would trigger a review are:</u></p> <ul style="list-style-type: none"> • <u>A failure to provide a 5 year housing land supply in any monitoring year with the following two monitoring years indicating no recovery in the position.</u> • <u>Housing completions fall more than 10% beneath the targets in the housing trajectory over any rolling three-year period.</u> • <u>A failure in any monitoring year to provide the minimum reservoir of best quality employment land with the following two monitoring years indicating no recovery in the position.</u> • <u>An inadequate supply of sites for offices to meet the targets set in the Plan.</u> • <u>An inadequate supply of retail sites to meet the targets set in the Plan.</u> <p><u>The Council will also play an active role in promoting, and monitor progress in, the provision and delivery of the 37,900 homes required elsewhere in the Greater Birmingham Housing Market Area to meet the shortfall in the city. This will focus on:</u></p> <ul style="list-style-type: none"> • <u>the progress of neighbouring Councils in undertaking Local Plan reviews to deliver</u>

Reference	Page	Policy/ Section	Main Modification
			<p><u>housing growth to meet Birmingham’s needs.</u></p> <ul style="list-style-type: none"> • <u>the progress of neighbouring Councils in delivering the housing targets set in their plans.</u> • <u>the extent to which a 5-year housing land supply is maintained in neighbouring areas.</u> <p><u>If it becomes clear that progress is falling short of the level required, the Council will undertake a review of the reasons for this, and if this indicates that it is necessary to reassess the capacity for housing provision in Birmingham, a full or partial review of this Plan will be undertaken.</u></p> <p><u>Key indicators which would trigger this are:</u></p> <ul style="list-style-type: none"> • <u>Failure of a relevant Council to submit a replacement or revised Local Plan, providing an appropriate contribution towards Birmingham’s housing needs, for examination within three years of the adoption of this Plan.</u> • <u>Failure of Councils within the Greater Birmingham Housing Market Area to maintain a 5 year housing land supply in any monitoring year with the following two monitoring years indicating no recovery in the position.</u> • <u>Housing completions within the Greater Birmingham Housing Market Area fall more than 10% beneath the planned targets in housing trajectories over any rolling three-year period.”</u> <p>Amend the following monitoring indicators:</p>

Reference	Page	Policy/ Section	Main Modification
			<ul style="list-style-type: none"> • Policy PG1: “Net/gross dwelling completions <u>in the City Council area.</u> <u>Net/gross dwelling completions in other Council areas that contribute to meeting the City’s housing needs.”</u> • Policy PG3: “No specific indicators <u>See indicators TP12 and TP29.”</u> • Policy TP8 (third indicator): “Number of approved development proposals adversely affecting <u>or providing positive enhancement to</u> the integrity of the wider ecological network (non-designated wildlife corridors and stepping stones).” • Policy TP12 (second indicator): “Number of applications approved adversely affecting <u>or providing positive enhancement to</u> a designated heritage asset or its setting.” • Policy TP12 Add: <u>“Number of completed Conservation Area Appraisals and Management Plans. Number of heritage assets at risk.”</u> • Policy TP 24 Add: <u>“Number of tourists visiting the city.”</u>

Reference	Page	Policy/ Section	Main Modification
			<ul style="list-style-type: none"> • Policy TP 29 (final indicator): <p>“Completions by density <u>in relation to the targets set in the policy.</u>”</p> <ul style="list-style-type: none"> • Policy TP30 <p>“Completions by tenure and delivery mechanism (eg s106):</p> <ul style="list-style-type: none"> • <u>in the City Council area; and</u> • <u>in other Council areas that contribute to meeting the City’s affordable housing needs.</u>” <p>Commutated sums secured.”</p>

Equality Analysis

Birmingham City Council Analysis Report

EA Name	Birmingham Development Plan
Directorate	Economy
Service Area	P&R Planning And Development
Type	Reviewed Policy
EA Summary	The EA evaluates the equality implications of the Birmingham Development Plan (BDP) which, once adopted, will be the statutory development plan for the City to 2031. The BDP sets out the spatial vision and strategy for the sustainable growth of the City and is one the Council's key strategic policy documents.
Reference Number	EA001298
Task Group Manager	Uyen-Phan.Han@birmingham.gov.uk
Task Group Member	
Date Approved	2016-05-23 01:00:00 +0100
Senior Officer	Waheed.nazir@birmingham.gov.uk
Quality Control Officer	Richard.Woodland@birmingham.gov.uk

Introduction

The report records the information that has been submitted for this equality analysis in the following format.

Overall Purpose

This section identifies the purpose of the Policy and which types of individual it affects. It also identifies which equality strands are affected by either a positive or negative differential impact.

Relevant Protected Characteristics

For each of the identified relevant protected characteristics there are three sections which will have been completed.

- Impact
- Consultation
- Additional Work

If the assessment has raised any issues to be addressed there will also be an action planning section.

The following pages record the answers to the assessment questions with optional comments included by the assessor to clarify or explain any of the answers given or relevant issues.

1 Activity Type

The activity has been identified as a Reviewed Policy.

2 Overall Purpose

2.1 What the Activity is for

What is the purpose of this Policy and expected outcomes?	The purpose of the BDP is to provide a sustainable development framework for the future growth of Birmingham, including a strategy which will enable the city to meet future needs for new housing and employment, while minimising the city's carbon footprint. It will be a statutory development plan which will be used to determine decisions on all planning applications. The Plan covers a 20 year period to 2031. The expected outcome is that by 2031, Birmingham will be an enterprising, prosperous, innovative and green city, delivering sustainable growth that meets the housing and employment needs of its population.
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For each strategy, please decide whether it is going to be significantly aided by the Function.

Public Service Excellence	Yes
A Fair City	Yes
A Prosperous City	Yes
A Democratic City	No

2.2 Individuals affected by the policy

Will the policy have an impact on service users/stakeholders?	Yes
Will the policy have an impact on employees?	Yes
Will the policy have an impact on wider community?	Yes

2.3 Analysis on Initial Assessment

The intended outcome of the BDP is that by 2031, Birmingham will be an enterprising, prosperous, innovative and green city, delivering sustainable growth that meets the housing and employment needs of its population.

One of the key purposes of the Plan is to ensure that sufficient land is available for development to meet the city's needs for new housing, employment, shopping etc. If insufficient land is provided there will be consequences in terms for example of overcrowding or unemployment.

A fundamental objective of the Plan is to advance equality of opportunity by ensuring that the right sites are available to enable development to take place which will be needed to provide the homes, jobs and other facilities (shops, community and sports facilities and open space) that the city's future population will require. This will include seeking to ensure that the right mix of development is provided e.g. housing to suit the needs of young people, families and older people and employment of the right type in the right places.

New development can have both benefits and disbenefits e.g. new employment development can bring new jobs but also generate additional traffic movements. This risk can be mitigated by ensuring that the Plan includes policies which are aimed at minimising the disbenefits and maximising the benefits. For example, the Plan contains policies relating to the design of new development and new neighbourhoods to ensure that the needs of people with disabilities are reflected, and that safe and inclusive environments are created. The Plan also contains policies relating to reducing the city's carbon footprint, adapting to climate change, sustainable construction, and green infrastructure etc.

The Plan has been subject to a rigorous Sustainability Appraisal process which provides an independent objective assessment of the against social, environmental and economic impacts of development. The SA concludes that the creation of sustainable neighbourhoods will make a significant contribution towards achieving greater self-sufficiency, in turn contributing towards securing environmental targets.

A number of the objectives of the Plan relate to the promotion of the equality duty and they are supported by detailed policies in the Plan.

The Plan has been subject to several rounds of public consultation and was submitted to government for examination in July 2014. Examination hearings took place in Oct/ Nov 2014 and the independent government inspector issued his proposed modifications to the Plan, which were also subject to public consultation in Aug - Oct 2015. The inspector's final report was published in April 2016 and concludes that the plan is sound (subject to the modifications recommended) and it provides an appropriate basis for the planning of the city. Consultation on the Plan has met all the relevant legal requirements.

3.1 Age

3.1.1 Age - Differential Impact

Age	Relevant
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3.1.2 Age - Impact

Describe how the Policy meets the needs of Individuals of different ages?	Birmingham has a relatively young population with about 45% of residents under 30 compared with the national average of 37%. Demographic trend projections from the National Statistics Office for the period 2006-2026 point to growing numbers in all age groups except 15-29. The projections show a 12% growth in the number of Birmingham's residents aged 65 or older, but this is noticeably lower than the 43% national increase. In contrast the number of children in Birmingham is expected to increase by 10%, compared with the national growth of only 2%. Census and other data related to population and households has been used to produce a projection of the age structure of the population to 2031 and this has informed the assessments that have been made of the amount and type of new housing that the city requires. Projections of population growth are also used to assess the number of people will require jobs and the number of school places required, so that new developments are planned with the supporting infrastructure required and built in the right place.
Do you have evidence to support the assessment?	Yes
Please record the type of evidence and where it is from?	BDP evidence base, the Sustainability Appraisal for the BDP and the AMR.
Have you received any other feedback about the Policy in meeting the needs of Individuals of different ages?	No
You may have evidence from more than one source. If so, does it present a consistent view?	Not applicable
Is there anything about the Policy and the way it affects Individuals of different ages which needs highlighting?	No

3.1.3 Age - Consultation

Have you obtained the views of Individuals of different ages on the impact of the Policy?	Yes
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If so, how did you obtain these views?	The BDP has been subject to several rounds of public consultation which have been accessible to all. This has included public notices, information provided on BCC's website and online consultation via Limehouse and BeHeard, presentations to ward and district committees and drop-in sessions at local venues. Comments received have included people of various ages.
Have you obtained the views of relevant stakeholders on the impact of the Policy on Individuals of different ages?	Yes
If so, how did you obtain these views?	Schools, colleges, universities and groups such as Age UK have been consulted on the Plan via letter/ email.
Is there anything about the Policy and the way it affects Individuals of different ages which needs highlighting?	No

3.1.4 Age - Additional Work

Do you need any more information to complete the assessment?	No
Please explain how individuals may be impacted.	Policies in the Plan aim to develop Birmingham as a City of sustainable neighbourhoods that are safe, diverse and inclusive with locally distinctive character.
Please explain how.	Policies in the Plan aim to develop Birmingham as a City of sustainable neighbourhoods that are safe, diverse and inclusive with locally distinctive character.
Is there any more work you feel is necessary to complete the assessment?	No
Do you think that the Policy has a role in preventing Individuals of different ages being treated differently, in an unfair or inappropriate way, just because of their age?	Yes
Do you think that the Policy could help foster good relations between persons who share the relevant protected characteristic and persons who do not share it?	Yes

3.2 Disability

3.2.1 Disability - Differential Impact

Disability	Relevant
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3.2.2 Disability - Impact

Describe how the Policy meets the needs of Individuals with a disability?	The 2011 Census indicated that 18.4% of Birmingham's population had a limiting long term illness in 2011. Planning policies can have a significant impact on the lives of people with disabilities, through for example the design of new developments and the design and layout of public spaces. Policies in the Plan aim to develop Birmingham as a City of sustainable neighbourhoods that are safe, diverse and inclusive with locally distinctive character. Policies in the Plan also aim to ensure that private external spaces, streets and public spaces are attractive, functional, inclusive and able to be managed for the long term.
Do you have evidence to support the assessment?	Yes
Please record the type of evidence and where it is from?	BDP evidence base, Sustainability Appraisal of the BDP and the AMR.
Have you received any other feedback about the Policy in meeting the needs of Individuals with a disability?	No
You may have evidence from more than one source. If so, does it present a consistent view?	Not applicable
Is there anything about the Policy and the way it affects Individuals with a disability which needs highlighting?	No

3.2.3 Disability - Consultation

Have you obtained the views of Individuals with a disability on the impact of the Policy?	Yes
If so, how did you obtain these views?	The BDP has been subject to several rounds of public consultation which have been accessible to all. This has included public notices, information provided on BCC's website and online consultation via Limehouse and BeHeard, presentations to ward and district committees and drop-in sessions at local venues.
Have you obtained the views of relevant stakeholders on the impact of the Policy on Individuals with a disability?	Yes
If so, how did you obtain these views?	Groups representing people with disabilities have been specifically consulted on the Plan.
Is there anything about the Policy and the way it affects Individuals with a disability which needs highlighting?	No

3.2.4 Disability - Additional Work

Do you need any more information to complete the assessment?	No
Please explain how individuals may be impacted.	Policies in the Plan aim to develop Birmingham as a City of sustainable neighbourhoods that are safe, diverse and inclusive with locally distinctive character. Policies aim to improve environments which has poor access for those with mobility difficulties, and support enhancements to facilities such as train stations. Transport policies in the Plan seek to ensure social sustainability by providing a comprehensive and fully accessible transport system which connects and serves all members of Birmingham's diverse communities.
Please explain how.	Policies in the Plan aim to develop Birmingham as a City of sustainable neighbourhoods that are safe, diverse and inclusive with locally distinctive character. Policies aim to ensure that private external spaces, streets and public spaces are attractive, functional, and inclusive and that transport system are fully accessible connecting and serving all members of Birmingham's diverse communities. Policies also aim to create safe environments that design out crime and make provision for people with disabilities through carefully considered site layouts, designing buildings and open spaces that promote positive social interaction and natural surveillance.
Is there any more work you feel is necessary to complete the assessment?	No
Do you think that the Policy has a role in preventing Individuals with a disability being treated differently, in an unfair or inappropriate way, just because of their disability?	Yes
Do you think that the Policy could help foster good relations between persons who share the relevant protected characteristic and persons who do not share it?	Yes
Do you think that the Policy will take account of disabilities even if it means treating Individuals with a disability more favourably?	Yes
Do you think that the Policy could assist Individuals with a disability to participate more?	Yes
Do you think that the Policy could assist in promoting positive attitudes to Individuals with a disability?	Yes

3.3 Religion or Belief

3.3.1 Religion or Belief - Differential Impact

Religion or Belief	Relevant
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3.3.2 Religion or Belief - Impact

Describe how the Policy meets the needs of Individuals of different religions or beliefs?	People from many different religions live in Birmingham according to Census 2011. Policies in the Plan aim to develop Birmingham as a City of sustainable neighbourhoods that are safe, diverse and inclusive with locally distinctive character. The need for physical places of worship or religious education facilities is dealt within a Supplementary Planning Document - "Places for Worship", which is referenced to within the Plan.
Do you have evidence to support the assessment?	Yes
Please record the type of evidence and where it is from?	The consultation process has included consultation with a wide range of community groups, including groups representing people from particular religions.
Have you received any other feedback about the Policy in meeting the needs of Individuals of different religions or beliefs?	No
You may have evidence from more than one source. If so, does it present a consistent view?	Not applicable
Is there anything about the Policy and the way it affects Individuals of different religions or beliefs which needs highlighting?	No

3.3.3 Religion or Belief - Consultation

Have you obtained the views of Individuals of different religions or beliefs on the impact of the Policy?	Yes
If so, how did you obtain these views?	The BDP has been subject to several rounds of public consultation which have been accessible to all. This has included public notices, information provided on BCC's website and online consultation via Limehouse and BeHeard, presentations to ward and district committees and drop-in sessions at local venues.
Have you obtained the views of relevant stakeholders on the impact of the Policy on Individuals of different religions or beliefs?	Yes
If so, how did you obtain these views?	The consultation process has included consultation with a wide range of community groups, including groups representing people from particular religions.
Is there anything about the Policy and the way it affects Individuals of different religions or beliefs which needs highlighting?	No

3.3.4 Religion or Belief - Additional Work

Do you need any more information to complete the assessment?	No
Please explain how individuals may be impacted.	Policies in the Plan aim to develop Birmingham as a City of sustainable neighbourhoods that are safe, diverse and inclusive with locally distinctive character.
Please explain how.	Policies in the Plan aim to develop Birmingham as a City of sustainable neighbourhoods that are safe, diverse and inclusive with locally distinctive character.
Is there any more work you feel is necessary to complete the assessment?	No
Do you think that the Policy has a role in preventing Individuals of different religions or beliefs being treated differently, in an unfair or inappropriate way, just because of their religion or belief?	Yes
Do you think that the Policy could help foster good relations between persons who share the relevant protected characteristic and persons who do not share it?	Yes

3.4 Gender

3.4.1 Gender - Differential Impact

Gender	Relevant
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3.4.2 Gender - Impact

Describe how the Policy meets the needs of Men and women?	There are slightly more women (50.8%) than men (49.2%) in the city's population (Census 2011). The majority of the issues addressed in the Plan do not impact on issues of equality between the sexes. However, design issues can impact on issues of personal safety and fear of crime. Policies in the Plan aim to create safe environments that design out crime through carefully considered site layouts and designing buildings and open spaces that promote positive social interaction and natural surveillance.
Do you have evidence to support the assessment?	Yes
Please record the type of evidence and where it is from?	BDP evidence base, Sustainability Appraisal of the BDP and the AMR.
Have you received any other feedback about the Policy in meeting the needs of Men and women?	No
You may have evidence from more than one source. If so, does it present a consistent view?	Not applicable
Is there anything about the Policy and the way it affects Men and women which needs highlighting?	No

3.4.3 Gender - Consultation

Have you obtained the views of Men and women on the impact of the Policy?	Yes
If so, how did you obtain these views?	The BDP has been subject to several rounds of public consultation which have been accessible to all. This has included public notices, information provided on BCC's website and online consultation via Limehouse and BeHeard, presentations to ward and district committees and drop-in sessions at local venues.
Have you obtained the views of relevant stakeholders on the impact of the Policy on Men and women?	Yes
If so, how did you obtain these views?	Groups representing women have been specifically consulted on the Plan.
Is there anything about the Policy and the way it affects Men and women which needs highlighting?	No

3.4.4 Gender - Additional Work

Do you need any more information to complete the assessment?	No
Please explain how individuals may be impacted.	Policies in the Plan aim to create safe environments that design out crime through carefully considered site layouts and designing buildings and open spaces that promote positive social interaction and natural surveillance.
Is there any more work you feel is necessary to complete the assessment?	No
Do you think that the Policy has a role in preventing Men and women being treated differently, in an unfair or inappropriate way, just because of their gender?	Yes

3.5 Race

3.5.1 Race - Differential Impact

Race	Relevant
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3.5.2 Race - Impact

Describe how the Policy meets the needs of Individuals from different ethnic backgrounds?	Birmingham is densely populated at 37.4 persons per hectare. The City contains a significant percentage of Black and Minority Ethnic (BME) citizens and this section of the population is predicted to increase in future years. Birmingham has a relatively high percentage of households without a car: 38% compared to the English average of 27%. The percentages without a car are high in the inner parts of the city and in some peripheral areas. The BDP will have a range of impacts on Birmingham's existing and new communities relating to the new growth that it proposed in terms of meeting people's housing needs and opportunities for employment. For example average household size is higher amongst some ethnic groups, producing a requirement for larger houses. These factors are built in to the assessments of future housing need. The concentration of people from particular ethnic groups in particular areas may also have implications. Access to employment, open space, shops etc is not evenly distributed across the city. The Plan aims to mitigate this by the inclusion of policies which aim to improve access to such facilities in areas where there is a shortfall and to protect existing provision. The lack of good quality sites impacts on the quality of life, health, wellbeing and education of the travelling community. Gypsies and Travellers residing in the city on both authorised and unauthorised sites were interviewed to establish their future needs. Suitable sites in sustainable locations have been identified in order to meet these needs and, following public consultation, the sites have been allocated in the plan.
Do you have evidence to support the assessment?	Yes
Please record the type of evidence and where it is from?	BDP evidence base, Sustainability Appraisal of the BDP and the AMR.
Have you received any other feedback about the Policy in meeting the needs of Individuals from different ethnic backgrounds?	No
You may have evidence from more than one source. If so, does it present a consistent view?	Not applicable
Is there anything about the Policy and the way it affects Individuals from different ethnic backgrounds which needs highlighting?	No

3.5.3 Race - Consultation

Have you obtained the views of Individuals from different ethnic backgrounds on the impact of the Policy?	Yes
If so, how did you obtain these views?	The BDP has been subject to several rounds of public consultation which have been accessible to all. This has included public notices, information provided on BCC's website and online consultation via Limehouse and BeHeard, presentations to ward and district committees and drop-in sessions at local venues. Gypsies and Travellers residing in the city on both authorised and unauthorised sites were interviewed to establish their future needs. Suitable sites in sustainable locations have been identified in order to meet these needs and, following public consultation, the sites have been allocated in the plan.
Have you obtained the views of relevant stakeholders on the impact of the Policy on Individuals from different ethnic backgrounds?	Yes
If so, how did you obtain these views?	The consultation process has included consultation with a wide range of community groups including groups representing people from particular ethnic backgrounds and areas with a high proportion of people from minority ethnic groups.
Is there anything about the Policy and the way it affects Individuals from different ethnic backgrounds which needs highlighting?	No

3.5.4 Race - Additional Work

Do you need any more information to complete the assessment?	No
Please explain how individuals may be impacted.	Policies in the Plan aim to develop Birmingham as a City of sustainable neighbourhoods that are safe, diverse and inclusive with locally distinctive character. Policies aim to ensure that the housing and employment needs of Birmingham's new and existing communities are met by providing for an appropriate mix of dwelling types, sizes and tenures including affordable housing and ensuring that jobs created are accessible to local people.

Please explain how.	Policies in the Plan aim to develop Birmingham as a City of sustainable neighbourhoods that are safe, diverse and inclusive with locally distinctive character. Policies aim to ensure that the housing and employment needs of Birmingham's new and existing communities are met by providing for an appropriate mix of dwelling types, sizes and tenures including affordable housing and ensuring that jobs created are accessible to local people.
Is there any more work you feel is necessary to complete the assessment?	No
Do you think that the Policy has a role in preventing Individuals from different ethnic backgrounds being treated differently, in an unfair or inappropriate way, just because of their ethnicity?	Yes
Do you think that the Policy could help foster good relations between persons who share the relevant protected characteristic and persons who do not share it?	Yes

3.6 Concluding Statement on Full Assessment

The Birmingham Development Plan has been prepared on the basis of a robust and comprehensive evidence base and extensive public consultation throughout the various stages of the plan preparation process. This has included consultation on the accompanying Sustainability Appraisal and on the inspector's Proposed Modifications to the Plan. A Consultation Statement dated July 2014 details the consultation undertaken on the Plan since the start of its preparation in 2010.

The vision and objectives of the Plan are consistent with the promotion of the Equality Duty and have been generally supported, but it has been recognised that the impact of individual policies in the Plan could impact differently on different places or communities. Policies in the Plan have been included to mitigate this, and the consultation processes have not indicated any issues exist.

On-going monitoring arrangements are in place through the statutory annual monitoring process which leads to the publication of an Authority Monitoring Report each year. All the policies in the Plan are monitored to ensure progress is made on their implementation and that they remain effective and relevant. Key targets in the Plan are monitored such as housing completions, employment land. The AMR is reported to Cabinet Member and provides a basis for identifying the need for policy review. It also provides an opportunity to review any equality issues.

The independent inspector's report on the BDP has concluded, that subject to his recommended modifications being made, the Plan is sound and provides an appropriate basis for the planning of the city. The inspector has found that consultations on the Plan has met all the relevant legal requirements and makes appropriate provision for meeting housing and employment needs.

Policies in the Plan aim to develop Birmingham as a City of sustainable neighbourhoods that are safe, diverse and inclusive with locally distinctive character. In particular policies aim to ensure that private external spaces, streets and public spaces are attractive, functional, and inclusive and that transport systems are fully accessible connecting and serving all members of Birmingham's diverse communities.

It is concluded that the Plan meets the Council's responsibilities in relation to equality and seeks to promote equality through its vision, objectives and policies.

4 Review Date

03/05/16

5 Action Plan

There are no relevant issues, so no action plans are currently required.

BIRMINGHAM CITY COUNCIL

PUBLIC REPORT

Report to:	CABINET
Report of: Date of Decision:	Strategic Director, Economy 13 December 2016
SUBJECT:	Adoption of the Birmingham Development Plan
Key Decision: Yes	Relevant Forward Plan Ref: 001813/2016
If not in the Forward Plan: (please "X" box)	Chief Executive approved <input type="checkbox"/> O&S Chairman approved <input type="checkbox"/>
Relevant Cabinet Member:	Cllr Ian Ward, Deputy Leader
Relevant O&S Chairman:	Cllr Zafar Iqbal, Economy, Skills and Transport
Wards affected:	All

1. Purpose of report:
<p>1.1 The Inspector examining the Birmingham Development Plan (BDP) published his final report on the BDP earlier this year. The report concluded that, subject to his recommended modifications being made, the Plan is sound.</p> <p>1.2 This report recommends that the City Council accept the Inspector's recommended modifications and adopt the BDP as part of the City Council's statutory planning framework for the period to 2031.</p>

2. Decision(s) recommended:
<p>That Cabinet :</p> <p>2.1 Recommends that full Council adopt the Birmingham Development Plan (BDP) and amends the statutory Development Plan accordingly.</p> <p>2.2 Notes that the BDP will be part of the statutory planning framework document until 2031 and the basis upon which planning applications are assessed for this period.</p>

Lead Contact Officer(s):	Uyen-Phan Han, Strategic Planning Manager, Planning Strategy
Telephone No:	0121 303 2765
E-mail address:	uyen-phan.han@birmingham.gov.uk

3. Consultation

3.1 Internal

3.1.1 Consultation has been undertaken during the preparation of the BDP including with Planning Committee, District Committees and the Overview and Scrutiny Committee for Economy, Skills and Transport.

3.2 External

3.2.1 The BDP has been subject to extensive public consultation over a period of several years during the course of its preparation. Many of those making comments were able to present their views directly to the Inspector during the examination hearing. All the comments made on the Submission Plan and on the Inspector's proposed modifications to the Plan have been taken into account by the Inspector in reaching his conclusions.

4. Compliance Issues:

4.1 Are the recommended decisions consistent with the Council's policies, plans and strategies?

4.1.1 The BDP contributes towards the overarching objectives of the Council Business Plan and Budget 2016+ specifically Outcome One : A strong Economy "an enterprising, innovative and green city delivering sustainable growth, meeting the needs of the population" by defining in a document a coherent strategy for the growth of the city.

4.2 Financial Implications

4.2.1 The BDP has been prepared using existing Planning and Regeneration staff resources and specialist external consultants to prepare specific technical evidence. There have also been costs associated with requiring specialist legal support from Queen's Counsel. These costs have been funded from Planning and Regeneration's approved revenue budgets over a number of financial years. The BDP is a statutory planning document and therefore there are no direct financial implications to the City Council arising from its adoption.

4.3 Legal Implications

4.3.1 The preparation of the BDP is required under the Planning and Compulsory Purchase Act 2004. More detailed guidance is provided in the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) and the National Planning Policy Framework, which requires local authorities to plan to meet the duty to co-operate and objectively assessed needs for new housing, employment etc.

4.4 Public Sector Equality Duty (see separate guidance note)

4.4.1 The Submission Plan was accompanied by an Equalities Analysis (ref DE 1207 BP) and reviewed for the adoption of the Plan (ref EA 001298). There are no adverse impacts on any of the protected groups.

5. Relevant background/chronology of key events:

5.1 The BDP is a statutory plan which sets out a spatial vision and a strategy for the sustainable growth of Birmingham for the period up to 2031. Once adopted it will become the key part of the city's statutory planning framework, guiding decisions on all development and regeneration activity in the city up to 2031.

5.2 Adoption of the BDP will result in changes to the statutory development plan for the city. This includes replacing the policies in the Birmingham Development Plan 2005, with the exception of policies contained in paragraphs 3.14 to 3.14D of that plan which will continue in force until the adoption of the Council's proposed Development Management Development Plan Document.

- 5.3 The BDP has been prepared in line with a statutory process. The Plan was submitted for examination in July 2014. Hearings were held in October / November 2014 and the Inspector published a schedule of proposed modifications which he considered were necessary for the Plan to be 'sound' in July 2015. There have been several public consultations during preparation of the BDP including consultations on the pre submission (draft) version of the Plan and the Inspector's proposed modifications and revised Sustainability Appraisal, which was reported to Cabinet on 27th July 2015.
- 5.4 The Inspector published his final report on April 2016, which incorporates a number of modifications. The Inspector concludes that, subject to the modifications being made, the Plan is sound, it satisfies the requirements of Section 20(5) of the 2004 Act and it provides an appropriate basis for the planning of the city.
- 5.5 The Inspector has found that:
- Consultations on the BDP met all the relevant legal requirements
 - All relevant legal requirements in respect of the duty to co-operate were complied with
 - The BDP appropriately identifies housing needs and sets out effective measures to meet them (including the needs of Gypsies and Travellers)
 - The BDP makes appropriate provision to meet employment development needs
 - Exceptional circumstances to justify alterations to the Green Belt boundary in order to allocate the Sustainable Urban Extensions at Langley, land for housing at the former Yardley sewage works and the strategic employment site at Peddimore have been demonstrated
 - No further green belt / green field releases are justified (calls for additional / larger green belt and green field land releases from developers and land owners were dismissed)
 - Other policies relating to growth areas, centres, minerals and waste, climate change and flood risk, transport and communications, the natural and historic environment, green belt, open space, sports and recreational facilities, education and health are justified and effective
 - Implementation of the BDP is economically viable
 - The Sustainability Appraisal provides adequate explanations for the Council's decisions in respect of the green belt releases.
- 5.6 The Inspector has recommended a significant number of modifications, but the majority of these relate to matters of detailed wording. The BDP must be revised to incorporate the Inspector's modifications in order for the City Council to adopt it. None of the modifications are fundamental to the BDP's strategy. The most significant modifications are:
- The overall housing requirement is 89,000 dwellings (an increase of 4,000), but there is no change to the target of 51,100 to be delivered in Birmingham
 - The developable area of Peddimore is reduced from 80 hectares to 71 hectares
 - Two sites are allocated for gypsy and traveller use
 - An early review of the Longbridge Area Action Plan should be undertaken
 - A new minerals policy is included to ensure that viable workable mineral reserves are extracted before development takes place
 - Key elements of existing Supplementary Planning Documents (the Protection of Industrial Land, Shopping and Local Centres and Open Space in New Residential Development) are included within the BDP
 - Revisions to monitoring criteria and to the measures which will trigger a review of the BDP in the event of under performance against targets

5.7 Adoption is the final stage of putting a Local Plan in place. A plan can only be adopted by a full meeting of the local planning authority and adoption is immediate upon resolution. The Plan will be considered for adoption at the City Council meeting on 10th January 2017.

6. Evaluation of alternative option(s):

6.1 A Development Plan is a statutory requirement. The process for preparing a Development Plan is specified in the Planning and Compulsory Purchase Act 2004 and accompanying regulations. The BDP cannot be adopted unless the City Council accepts the Inspector's recommendations. Therefore there is no alternative to the approach recommended in this report.

7. Reasons for Decision(s):

7.1 To enable the BDP to be adopted as part of the Council's statutory development plan, which sets out the strategy for growth of the city to 2031 and will be the principal planning policy document for determining planning applications.

Signatures

Date

Councillor Ian Ward
Deputy Leader

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Waheed Nazir
Strategic Director, Economy

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List of Background Documents used to compile this Report:

1. Evidence base and associated background papers available at www.birmingham.gov.uk/plan2031

List of Appendices accompanying this Report:

1. Birmingham Development Plan
2. Policies Map
3. Inspector's Report on the Examination of the Birmingham Development Plan 2031
4. Inspector's Recommended Main Modifications
5. Equalities Assessment of the Birmingham Development Plan

PROTOCOL PUBLIC SECTOR EQUALITY DUTY

- 1 The public sector equality duty drives the need for equality assessments (Initial and Full). An initial assessment should, be prepared from the outset based upon available knowledge and information.
- 2 If there is no adverse impact then that fact should be stated within the Report at section 4.4 and the initial assessment document appended to the Report duly signed and dated. A summary of the statutory duty is annexed to this Protocol and should be referred to in the standard section (4.4) of executive reports for decision and then attached in an appendix; the term 'adverse impact' refers to any decision-making by the Council which can be judged as likely to be contrary in whole or in part to the equality duty.
- 3 A full assessment should be prepared where necessary and consultation should then take place.
- 4 Consultation should address any possible adverse impact upon service users, providers and those within the scope of the report; questions need to assist to identify adverse impact which might be contrary to the equality duty and engage all such persons in a dialogue which might identify ways in which any adverse impact might be avoided or, if avoidance is not possible, reduced.
- 5 Responses to the consultation should be analysed in order to identify:
 - (a) whether there is adverse impact upon persons within the protected categories
 - (b) what is the nature of this adverse impact
 - (c) whether the adverse impact can be avoided and at what cost – and if not –
 - (d) what mitigating actions can be taken and at what cost
- 6 The impact assessment carried out at the outset will need to be amended to have due regard to the matters in (4) above.
- 7 Where there is adverse impact the final Report should contain:
 - a summary of the adverse impact and any possible mitigating actions (in section 4.4 or an appendix if necessary)
 - the full equality impact assessment (as an appendix)
 - the equality duty – see page 9 (as an appendix).

Equality Act 2010

The Executive must have due regard to the public sector equality duty when considering Council reports for decision.

The public sector equality duty is as follows:

1	<p>The Council must, in the exercise of its functions, have due regard to the need to:</p> <ul style="list-style-type: none"> (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Equality Act; (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
2	<p>Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:</p> <ul style="list-style-type: none"> (a) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic; (b) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it; (c) encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.
3	<p>The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities.</p>
4	<p>Having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:</p> <ul style="list-style-type: none"> (a) tackle prejudice, and (b) promote understanding.
5	<p>The relevant protected characteristics are:</p> <ul style="list-style-type: none"> (a) age (b) disability (c) gender reassignment (d) pregnancy and maternity (e) race (f) religion or belief (g) sex (h) sexual orientation

MOTIONS FOR DEBATE FROM INDIVIDUAL MEMBERS

To consider the following Motions of which notice has been given in accordance with Standing Order 4(A)

A. Councillors Brigid Jones and Martin Straker Welds have given notice of the following Notice of Motion:-

“In April 2016, the Council became one of the first nationwide to pass a motion expressing concerns about the first phase of the consultation on the Schools National Funding Formula, which was then underway.

The motion:

- expressed concern that Birmingham schools were likely to see a significant funding reduction
- called on government to increase the national funding pot to meet need rather than cutting funding from millions of pupils by redistributing existing funds.

The Council notes:

Birmingham schools are delivering strong progress for some of the country's most deprived children and the outcome of this phase of consultation threatens this. The formula proposed in December 2016 following the first phase of consultation:

- Would, if it had been implemented in 2016/17, have resulted in funding reductions to Birmingham schools of £10.6m in the year of transitional protection, and £20.1m once this is removed
- Is projected to cut funding to 379 of 386 primary, secondary and all through schools in Birmingham.

The Council further notes:

- The outcome of the Early Years Funding Formula announced in December 2016, which sees Birmingham children receive an hourly rate funding reduction of 5%
- That despite being the sixth most deprived local authority, the reduction to Birmingham is the biggest in the country.

The Council still believes that the total pot of school funding needs to increase in order to not disadvantage any pupils, and for the English education system to deliver a good or outstanding education for every child.

This Council further believes that the reductions to hourly funding rates in early years threaten the quality of provision we can make to our youngest citizens.

This Council calls on the Executive to make the strongest possible representations to the Government to this effect.”

B. Councillors Ewan Mackey and Randal Brew have given notice of the following Notice of Motion:-

“The Council welcomes the recently published report of the Libraries Taskforce “Libraries Deliver: Ambition for Public Libraries in England 2016-2021”.

In particular the Council notes the importance of libraries highlighted in this report to delivering the following outcomes:

- Increased reading and literacy
- Helping everyone achieve their full potential
- Greater Prosperity
- Stronger, more resilient communities
- Healthier and happier lives
- Improved digital access and literacy
- Cultural and creative enrichment

Therefore Libraries help deliver a City where every child matters and help enable inclusive growth.

The Council commits to taking up the offer of support from DCMS, outlined in this report, to establishing a Mutual model for the community library service and to adequately fund this organisation so as to secure a long term sustainable future for the community library service in Birmingham. For example this will include a library service in the centre of Sutton Coldfield as well as the retention and enhancement of all other existing community libraries across Birmingham threatened with closure or downgrade such as West Heath in Northfield.

This Library Network will -

- Meet both the spirit and letter of the law as set out in the Public Libraries & Museums Act 1964;
- Be owned and managed by those best placed to deliver the service - the staff and communities;
- Work with the Council, not for the Council, in the best interests of the people of Birmingham;
- Remain located in local communities;
- Be accessible to everyone;
- Support wider improved outcomes for the people of Birmingham; and
- Be affordable and provide good value to the tax payer.

Every library will provide –

- Free access to information, including digital.

- Opening hours suited to meet local need.
- A range of stock and services that reflect local needs and interests.
- A collection of books and other resources specifically aimed at children & young people of all ages and abilities.
- Professional expertise and support.
- Wider services that benefit the community, designed flexibly around local need with no one size fits all.

Every Library will supply a range of diverse services to augment those on offer and generate much needed additional income streams to help secure the future of the service.

This would enable the council to continue and improve Birmingham City Council's Library Service.”

