

# **BIRMINGHAM CITY COUNCIL**

## **CITY COUNCIL**

**TUESDAY, 11 SEPTEMBER 2018 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.civico.net/birmingham](http://www.civico.net/birmingham)) and that members of the press/public may record and take photographs except where there are confidential or exempt items.

### **2 DECLARATIONS OF INTERESTS**

Members are reminded that they must declare all relevant pecuniary and non pecuniary interests arising from any business to be discussed at this meeting. If a disclosable pecuniary interest is declared a Member must not speak or take part in that agenda item. Any declarations will be recorded in the minutes of the meeting.

**5 - 54**

### **3 MINUTES**

To confirm and authorise the signing of the Minutes of the meeting of the Council held on 10 July 2018.

### **4 LORD MAYOR'S ANNOUNCEMENTS**

**(1400-1410)**

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

### **5 PETITIONS**

**(15 minutes allocated) (1410-1425)**

To receive and deal with petitions in accordance with Standing Order 9.

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.

6 **QUESTION TIME**

**(90 minutes allocated) (1425-1555)**

To deal with oral questions in accordance with Standing Order 10.3

- A. Questions from Members of the Public to any Cabinet Member 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 to a Cabinet Member (25 minutes)
- D. Questions from Councillors other than Cabinet Member to the Leader or Deputy Leader (25 minutes)

**55 - 56**

7 **APPOINTMENTS BY THE COUNCIL**

**(5 minutes allocated) (1555-1600)**

To make appointments to, or removals from, committees, outside bodies or other offices which fall to be determined by the Council as set out in the schedule.

8 **EXEMPTION FROM STANDING ORDERS**

Councillor Martin Straker Welds to move an exemption from Standing Orders.

**57 - 60**

9 **CONSTITUTION**

**(10 minutes allocated) (1600-1610)**

To consider a report of the Council Business Management Committee.

**The Leader Councillor Ian Ward to move the following Motion:**

"That Council adopts the changes to the Constitution set out in the report"

Report to follow.

**61 - 132**

10 **SECTION 24 AUDITORS REPORT IN RELATION TO THE COUNCIL'S 2017/18 ACCOUNTS**

**(40 minutes allocated) (1610-1650)**

To consider a report of the Leader.



**The Leader Councillor Ian Ward to move the motion set out in the report.**

Report to follow.

(break 1650-1720)

**133 - 428**      11      **BORDESLEY PARK AREA ACTION PLAN - PROPOSED SUBMISSION TO THE SECRETARY OF STATE**

**(25 minutes allocated) (1720-1745)**

To consider a report of the Leader.

**The Leader Councillor Ian Ward to move the following Motion:**

“That the City Council approves the Bordesley Park Area Action Plan and accompanying Sustainability Appraisal and Consultation Statement for submission to the Secretary of State for Housing, Communities and Local Government in accordance with this report.”

**REPORT OF THE OVERVIEW AND SCRUTINY COMMITTEES**

**(60 minutes allocated (maybe reduced to 45 minutes)) (1745-1830)**

**429 - 528**      12      **MANAGING THE RISK AND RESPONSE TO FLOODING IN BIRMINGHAM**

To consider a report of the Sustainability and Transport Overview and Scrutiny Committee together with a commentary from the Executive.

**Councillor Liz Clements to move the following Motion:**

“That the report is noted, and discussion points are forwarded to the Sustainability and Transport Overview and Scrutiny Committee to feed into future work.”

**529 - 532**      13      **MOTIONS FOR DEBATE FROM INDIVIDUAL MEMBERS**

**(90 minutes allocated) (1830-2000)**

To consider the attached Motions of which notice has been given in accordance with Standing Order 4(1).





**MINUTES OF THE MEETING OF BIRMINGHAM CITY COUNCIL HELD  
ON TUESDAY, 10 JULY 2018 AT 1400 HOURS IN THE COUNCIL  
CHAMBER, COUNCIL HOUSE, BIRMINGHAM**

**PRESENT:-** Lord Mayor (Councillor Yvonne Mosquito) in the Chair until the break.  
Deputy Lord Mayor (Councillor John Lines) in the Chair after the break.

**Councillors**

Akhlaq Ahmed	Mohammed Fazal	Ewan Mackey
Mohammed Aikhlaq	Peter Fowler	Majid Mahmood
Alex Aitken	Jayne Francis	Zhor Malik
Safia Akhtar	Fred Grindrod	Karen McCarthy
Robert Alden	Roger Harmer	Saddah Miah
Tahir Ali	Kath Hartley	Gareth Moore
Olly Armstrong	Adam Higgs	Simon Morrall
Gurdial Singh Atwal	Charlotte Hodivala	Brett O'Reilly
Mohammed Azim	Jon Hunt	John O'Shea
David Barrie	Mahmood Hussain	David Pears
Baber Baz	Shabrana Hussain	Robert Pocock
Bob Beauchamp	Timothy Huxtable	Julien Pritchard
Matt Bennett	Mohammed Idrees	Hendrina Quinnen
Kate Booth	Zafar Iqbal	Chauhdry Rashid
Sir Albert Bore	Ziaul Islam	Lou Robson
Nicky Brennan	Morriam Jan	Gary Sambrook
Marje Bridle	Kerry Jenkins	Kath Scott
Mick Brown	Meirion Jenkins	Lucy Seymour-Smith
Tristan Chatfield	Julie Johnson	Mike Sharpe
Zaker Choudhry	Brigid Jones	Sybil Spence
Debbie Clancy	Nagina Kauser	Ron Storer
John Clancy	Mariam Khan	Martin Straker Welds
Liz Clements	Zaheer Khan	Paul Tilsley
Maureen Cornish	Chaman Lal	Lisa Trickett
John Cotton	Mike Leddy	Ian Ward
Phil Davis	Bruce Lines	Mike Ward
Adrian Delaney	John Lines	Suzanne Webb
Diane Donaldson	Keith Linnecor	Ken Wood
Barbara Dring	Mary Locke	Waseem Zaffar
Neil Eustace		

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**NOTICE OF RECORDING**

- 19061 The Lord Mayor advised that the meeting would be webcast for live and subsequent broadcasting via the Council's internet site and that members of the Press/Public may record and take photographs except where there are confidential or exempt items.

The Lord Mayor reminded Members that they did not enjoy Parliamentary Privilege in relation to debates in the Chamber and Members should be careful in what they say during all debates that afternoon

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**DECLARATIONS OF INTERESTS**

- 19062 The Lord Mayor reminded members that they must declare all relevant pecuniary and non-pecuniary interests arising from any business to be discussed at this meeting.

The Lord Mayor noted that the City Solicitor had provided a proforma for Members to complete in advance of the meeting. Provided Members have completed that form, they just needed to state that they have a disclosable pecuniary interest. If Members have not completed the form, they needed to advise the meeting the nature of their interest. Any declarations will be recorded in the minutes of the meeting.

The Lord Mayor indicated that if a disclosable pecuniary interest was declared the Member must normally not speak or take part in that agenda item. However, the Independent Chair of Standards Committee, Peter Wiseman, has granted a dispensation to all Members attending Full Council today for the purpose of debating and voting on the second Motion for debate, provided they have made a disclosable pecuniary interest.

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**MINUTES**

The Lord Mayor explained that there was a small typographical error on page 3232 of the previous minutes in that 'Awarded an DBE was:' should read 'Awarded a DBE was:'

Councillor Adam Higgs indicated that on page 3239 of the previous minutes his surname had been misspelt.

It was moved by the Lord Mayor, seconded and –

- 19063 **RESOLVED:-**

That, subject to the above amendments, the Minutes of the meeting held on 12 June 2018 having been printed and copies circulated to each Member of the Council, be taken as read and confirmed and signed.

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**LORD MAYOR'S ANNOUNCEMENTS**

**1. Death of Former Councillor Stanley Turner**

The Lord Mayor referred to the recent death of former Councillor Stanley Turner who served as a Councillor for Yardley Ward from 1953 to 1956 and Sheldon Ward from 1958 to 1967. During his time on the Council Stanley served on numerous Committees, Sub-Committees and Boards. The Lord Mayor indicated that Stanley leaves his wife Joan and most of his 13 children and over 100 Grandchildren and Great Grandchildren.

It was moved by the Lord Mayor, seconded and:-

19064 **RESOLVED:-**

That this Council places on record its sorrow at the death former Councillor Stanley Turner and its appreciation of his devoted service to the residents of Birmingham; it extends its deepest sympathy to members of Stanley's family in their sad bereavement.

Following which Members and officers stood for one minute's silence after which members paid tribute to former Councillor Stanley Turner.

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**2. Achievements**

19065 The Lord Mayor advised of the following achievements:-

**A. Insider Residential Property Awards 2018**

The Council won Social Housing Provider of the Year for the third year for its achievements through the Birmingham Municipal Housing Trust.

In addition, the Council received a Highly Commended Certificate for Skills and Training Scheme of the Year which is testament to the hard work and commitment of officers and young people involved.

The Council was also shortlisted for a third category, Residential Development of the Year.

**B. Chartered Institute of Housing 2018**

And at the Chartered Institute of Housing 2018 National Housing Heroes Awards on 25 June the Council won three more awards:

- Frontline Team of the Year for the housing management team (south Birmingham)
- Inspirational Colleague of the Year – won by Housing Officer Lisa Hopkins; and
- the prestigious Tenant Lifetime Contribution award won by Joan Goodwin Chair of the City Housing Liaison Board

The Lord Mayor explained that Joan Goodwin was present in the Chamber today and asked all to join her in congratulating her, Lisa Hopkins and all those involved in achieving these successes.

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**PETITIONS**

**Petitions Relating to External Organisations Presented at the Meeting**

The following petition was presented:-

(See document No. 1)

In accordance with the proposals by the Member presenting the petition, it was moved by the Lord Mayor, seconded and -

19066 **RESOLVED:-**

That the petition be received and referred to the relevant external organisation.

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**Petitions Relating to City Council Functions Presented at the Meeting**

The following petitions were presented:-

(See document No. 2)

In accordance with the proposals by the Members presenting the petitions, it was moved by the Lord Mayor, seconded and -

19067 **RESOLVED:-**

That the petitions be received and referred to the relevant Chief Officer(s) to examine and report as appropriate.

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**Petitions Update**

The following Petitions Update had been made available electronically:-

(See document No. 3)

It was moved by the Lord Mayor, seconded and -

19068 **RESOLVED:-**

That the Petitions Update be noted and those petitions for which a satisfactory response has been received, be discharged.

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**QUESTION TIME**

19069 The Council proceeded to consider Oral Questions in accordance with Standing Order 10.3.

Details of the questions asked are available for public inspection via the Webcast.

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**APPOINTMENTS BY THE COUNCIL**

19070 There were no appointments.

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**EXEMPTION FROM STANDING ORDERS**

It was moved by Councillor Martin Straker Welds, seconded and

19071 **RESOLVED:-**

That, pursuant to CBM Committee discussions, Standing Orders be waived as follows:-

- Allocate 25 Minutes for item 9 (Birmingham City Council Plan)
  - Allocate 10 Minutes for item 10 (Amendments to the Members' Allowance Scheme)
  - Reduce the break to 15 minutes if necessary
  - Reduce the time for the Report of Overview and Scrutiny Committees to 50 minutes (item 11)
  - Reduce the time for the Motions for debate from individual Members to 80 minutes (item 12)
- 

**BIRMINGHAM CITY COUNCIL PLAN 2018 – 2022**

The following Birmingham City Council Plan 2018-2022 was submitted:-

(See document No. 4)

The Leader of the Council Councillor Ian Ward moved the motion which was seconded

A debate ensued

The Leader of the Council Councillor Ian Ward replied to the debate.

The Motion having been moved and seconded was put to the vote and by a show of hands was declared to be carried.

It was therefore

19072 **RESOLVED:-**

That the Council Plan 2018 – 2022 be noted.

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**AMENDMENTS TO THE MEMBERS' ALLOWANCE SCHEME**

The following report of the Council Business Management Committee was submitted:-

(See document No. 5)

The Leader of the Council Councillor Ian Ward moved the motion which was seconded

The Deputy Leader of the Council Councillor Brigid Jones commented on the report.

The Motion having been moved and seconded was put to the vote and by a show of hands was declared to be carried.

It was therefore

19073 **RESOLVED:-**

That the Members' Allowance Scheme is amended as set out in Appendix 1 to allow parental leave for councillors, following recommendations by the Independent Remuneration Panel agreed by City Council on 13 March 2018.

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**ADJOURNMENT**

It was moved by the Lord Mayor, seconded and

19074 **RESOLVED:-**

That the Council be adjourned until 1645 hours on this day.

The Council then adjourned at 1620 hours.

At 1645 hours the Council resumed at the point where the meeting had been adjourned, with the Deputy Lord Mayor in the Chair.

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**REPORT OF THE OVERVIEW AND SCRUTINY COMMITTEES**

The following report of the Chair of Co-ordinating Overview and Scrutiny Committee was submitted:-

(See document No. 7)

**Scrutiny Annual Report 2017/18**

19075 Councillor John Cotton presented the report.

A debate ensued.

Councillor John Cotton replied to the debate.

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**MOTIONS FOR DEBATE FROM INDIVIDUAL MEMBERS**

The Council proceeded to consider the Motions of which notice had been given in accordance with Standing Order 4(i).

**A. Councillor Tristan Chatfield and Saddak Miah have given notice of the following motion.**

(See document No. 7)

Councillor Tristan Chatfield moved the Motion, which was seconded by Councillor Saddak Miah.

In accordance with Council Standing Orders, Councillors Suzanne Webb and Gareth Moore gave notice of the following amendment to the Motion:-

(See document No. 8)

Councillor Suzanne Webb moved the amendment which was seconded by Councillor Gareth Moore.

A debate ensued during which Councillor Liz Clements sought to raise a point of order concerning what was said by a Conservative candidate in the local elections. The Deputy Lord Mayor over ruled the point of order and indicate that the debate should continue.

**EXTENSION OF TIME**

Councillor Gareth Moore proposed the following Motion which was seconded by Councillor Martin Straker Welds:-

“That the time for consideration of agenda item 11 Motions for Debate from individual Members be extended by 20 minutes.”

The Motion having been moved and seconded was put to the vote and by a show of hands was declared to be carried.

It was

19076 **RESOLVED:-**

That the time for consideration of agenda item 11 Motions for Debate from individual Members be extended by 20 minutes.

Councillor Tristan Chatfield replied to the debate during which as a point of order Councillor Gareth Moore indicated that it was the All-Party Parliamentary Group which had made the comparisons to which he had referred to.

The amendment having been moved and seconded was put to the vote and by a show of hands was declared to be lost.

The Motion having been moved and seconded was put to the vote and by a show of hands was declared to be carried.

It was therefore –

19077 **RESOLVED:-**

This council applauds the magnificent efforts of the Birmingham Post and Mail and the response of the people of this city to the BrumFeeds foodbank campaign.

Council further acknowledges the ongoing efforts of faith groups, charities and other third sector organisations to feed and clothe those in desperate need.

However, in the fifth richest country in the world, it is wrong that charitable donations and the compassion of individuals are seen as an acceptable alternative to an adequately funded welfare state.

The impact of continued austerity and welfare reforms mean that Birmingham's foodbanks have reached crisis point and it is unacceptable that, with record numbers of people needing help, they are struggling cope with the overwhelming demand.

Foodbanks and those who make donations perform a vital role in making sure everyone has somewhere to turn in times of need.

But we must not accept a society where foodbanks are necessary.

Council resolves to help food banks across the city highlight the growing concerns and calls on the Government to recognise that it has a moral and practical duty to protect people from poverty and to provide a safety net. Government must not stand idly by while charity shoulders the responsibilities of the state and the council calls upon the Government to provide local government with the resources to deal with this crisis.

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**B. Councillor Robert Alden and Debbie Clancy have given notice of the following motion.**

(See document No. 9)

Councillor Robert Alden moved the Motion, during which he indicated that he understood that the amendment was to be revised in a way that would make it acceptable to his group, which was seconded by Councillor Debbie Clancy.

In accordance with Council Standing Orders, Councillors Nicky Brennan and Lucy Seymour-Smith gave notice of the following amendment to the Motion:-

(See document No. 10)

Councillor Nicky Brennan moved the amendment which was seconded by Councillor Lucy Seymour-Smith.

A debate ensued during which the Deputy Leader of the Council Councillor Brigid Jones indicated that in the second line of the second paragraph the words 'Conservative Group' be kept in with the words 'and other members' added after the word 'Group'. In addition the words 'including reviewing staff parental leave policy' be added to the end of the second paragraph.

Councillor Robert Alden replied to the debate.

The amendment, as amended, having been moved and seconded was put to the vote and by a show of hands was declared to be carried.

The Motion as amended having been moved and seconded was put to the vote and by a show of hands was declared to be carried.

It was therefore

19078

**RESOLVED:-**

The Labour Group, Liberal Democrat Group, and Conservative Group strongly believes and has consistently argued for improved maternity/paternity pay and believes that the Council as a major employer in the City should lead by example and set industry leading levels of support. This Council welcomes the parental leave policy introduced for Councillors, 107 years after women first joined the Council.

Given that in light of the introduction of a new parental leave policy for Councillors and comments previously raised by the Conservative Group and other members on the inadequacy of the council's maternity pay compared to other public and private sector organisations, and recognising that, there are many other issues affecting parents, such as access to flexible working, this Council calls for a working group to review, identify and address issues they face and help make Birmingham City Council an exemplar parent friendly employer, including reviewing staff parental leave policy.

## **City Council – 10 July, 2018**

This review should explore bringing maternity pay (including shared parental leave) at least into line with the 6 months full pay now offered to non-SRA councillors and be completed in time for the 2018/19 budget process.

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The meeting ended at 1851 hours.

**APPENDIX**

Questions and replies in accordance with Standing Order 12(A).

**WRITTEN QUESTION TO THE DEPUTY LEADER FROM COUNCILLOR BOB BEAUCHAMP**

**A1      GDPR in Schools**

**Question:**

**How many maintained Birmingham schools have taken up GDPR training with the Council?**

**Answer:**

As part of the preparation for GDPR a range of different sessions were provided for Birmingham schools, including maintained and academies.

**Schools HR delivered** Spring Briefings on 28th February, 6th March and 30th April. These sessions provided 6 x 45min/hour sessions on preparation for GDPR and had around 146 schools registering to attend.

Schools HR also organised four more detailed sessions on “The role of the DPO training” which were delivered over two days - 21st May 2018 and 20th June 2018, which attracted around 160 delegates from 124 schools.

**Education Safeguarding** ran a briefing focusing on GDPR from the point of view of safeguarding in schools. This was delivered on 1 March 2018 with over 150 schools attending.

As part of the termly **CYP Directorate** briefing to Head Teachers, two sessions were held in March with 118 attendees with GDPR sessions as part of the agenda.

Many schools have also accessed independent providers including making use of Link2ICT provision. 105 different schools have accessed the following courses (some accessing several different ones).

Row Labels	Participants
<b>Assist 2 - GDPR - Practical support towards GDPR compliance, Assist 4 GDPRis software</b>	<b>2</b>
<b>Data Protection for Snr Leader</b>	<b>42</b>
<b>Data Protection staff training - twilight</b>	<b>1</b>
<b>Data Protection Update Training</b>	<b>1</b>
<b>GDPR -Data Protection</b>	<b>47</b>
<b>GDPR Audit (half day consultancy)</b>	<b>1</b>
<b>GDPR Consultancy</b>	<b>6</b>
<b>GDPR Consultancy sessions</b>	<b>1</b>
<b>GDPR for all Staff (Twilight)</b>	<b>1</b>

**City Council – 10 July, 2018**

<b>GDPR for Network Managers</b>	<b>11</b>
<b>GDPR for Senior Leaders</b>	<b>5</b>
<b>GDPR Half Days on site Consultancy</b>	<b>1</b>
<b>GDPR on site Consultancy</b>	<b>2</b>
<b>GDPR on site Consultancy for Staff &amp; Governors</b>	<b>1</b>
<b>GDPR Onsite Training Session</b>	<b>1</b>
<b>GDPR Sessions</b>	<b>1</b>
<b>GDPR support session</b>	<b>1</b>
<b>GDPR training</b>	<b>3</b>
<b>GDPR twilight</b>	<b>1</b>
<b>GDPRiS &amp; Consultancy</b>	<b>5</b>
<b>Whole staff Data protection awareness session</b>	<b>1</b>
<b>Grand Total</b>	<b>135</b>
<b>Short description</b>	<b>Total</b>

**WRITTEN QUESTION TO THE DEPUTY LEADER FROM COUNCILLOR  
PETER FOWLER**

**A2      Schools Forum Webstreaming**

**Question:**

**In order to improve transparency, will you consider making meetings of the Schools Forum live streamed so that teachers and parents who cannot attend can see what is being discussed by school leaders about schools in this city?**

**Answer:**

DfE regulations govern the membership, constitution and procedures of all the schools forums across the country. Members of the forum have an important role in the decision-making process of the Dedicated Schools Budget, which is public money at a local level. As a result, schools forum meetings are required to be open to the public. Birmingham's school forum publishes their agenda and minutes of the meetings. Members of the public are also able to attend the meeting.

The decision to establish live streaming of the meetings, cannot be determined by BCC, as the regulations require members of schools forum to agree to such provision. It has been suggested to members previously. This request, will be taken to the next schools forum meeting, for members to agree the next steps.

**WRITTEN QUESTION TO THE DEPUTY LEADER FROM COUNCILLOR  
DEBBIE CLANCY**

**A3     FOI Response Times**

**Question:**

**For each of the last 3 years, what is the average number of days taken to issue a final response to an FOI request?**

**Answer:**

We report on FOI's in calendar years not financial years.

2015 - The average number of days taken to issue a final response was 12-14 days.

2016 - The average number of days taken to issue a final response was 12-14 days.

2017 - The average number of days taken to issue a final response was 12-14 days.



**WRITTEN QUESTION TO THE DEPUTY LEADER FROM COUNCILLOR  
GARY SAMBROOK**

**A4     FOI Response Times – Overdue Requests**

**Question:**

**In 2017/18, for all FOI requests that did *not* get a final response within 20 working days, what was the average total number of days taken to respond?**

**Answer:**

We report on FOI's in calendar years not financial years.  
In 2017 the average total number of days taken to respond where the request was over 20 working days was 36 days.

**WRITTEN QUESTION TO THE DEPUTY LEADER FROM COUNCILLOR  
RON STORER**

**A5     FOI Response Times – Most Overdue Request**

**Question:**

**Of requests received during 2017/18, how many days did it take to issue a final response to the FOI request that was most overdue?**

**Answer:**

The FOI that was most overdue took 101 working days to issue a final response.

This request was referred to legal services by Place Directorate as it required a public interest test for the application of an exemption S43 was used as the service area considered the information was commercially sensitive.

**WRITTEN QUESTION TO THE DEPUTY LEADER FROM COUNCILLOR  
SUZANNE WEBB**

**A6     FOI Response Times – Requests Still Outstanding**

**Question:**

**Of all FOI requests currently still open, how many days has the longest one been open for?**

**Answer:**

We have a request that was received on 6<sup>th</sup> February 2018 which is still open and assigned to Legal Services for response.

So as at 5<sup>th</sup> July 2018 this request is currently open at 103 days.

**WRITTEN QUESTION TO THE DEPUTY LEADER FROM COUNCILLOR  
ADAM HIGGS**

**A7      FOI Response Times – Overdue Open Requests**

**Question:**

**Of all FOI requests currently open, what percentage have been open for longer than 20 working days.**

**Answer:**

There are currently 207 requests open on the system, the percentage that have been open for longer than 20 working days is 22%.

**WRITTEN QUESTION TO THE DEPUTY LEADER FROM COUNCILLOR  
DAVID PEARS**

**A8      FOI Response Times – Requests Still Outstanding**

**Question:**

**Of all FOI requests to have had a final response issued in 2017/18 what percentage were responded to within**

- a)    0-5 days**
- b)    5-15 days**
- c)    15-20 days**
- d)    20+ days**

**Answer:**

We report on FOI's in calendar years not financial years.  
For the average response times for 2017 see below:

- a)    0-5 days – 3%**
- b)    5-15 days – 10%**
- c)    15-20 days – 18%**
- d)    20+ days – 31%**

**WRITTEN QUESTION TO THE DEPUTY LEADER FROM COUNCILLOR  
ROBERT ALDEN**

**A9      Brexit Impact Report**

**Question:**

**In May, I asked Legal Services for a copy of the Brexit Impact Report that has been subject to a recent refused FOI request on the basis that, notwithstanding any debate about the appropriateness of the use of s36 of the FOI Act to refuse this request, Elected Members should have a right to access it, even if just on a confidential basis. So far I have not received any response to this request. Will you undertake to ensure that Members of this Council are provided with a copy of this report pending the outcome of any FOI appeal?**

**Answer:**

The FOI appeal is currently being considered. In the meantime,

The report has only ever been in draft format, is incomplete and not signed off or approved by a senior manager and did not progress beyond its first drafting stage. In addition, it has never been presented for an executive decision.

The Council requires a safe space to consider and explore policy options in private before progressing any matter for decision or making available in the public domain.

The result of the referendum was to leave the EU and we are now working with the Combined Authority, businesses, academics and other partners to assess the implications of Brexit.

So, once the full implications become known an impact assessment will be undertaken to understand that what it will mean for Birmingham and the wider region. Before that report is publicised it will [first] be shared with [Group Leaders and then] Elected Members.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CLEAN  
STREETS, WASTE AND RECYCLING FROM COUNCILLOR MEIRION  
JENKINS**

**B1      Street Bins**

**Question:**

**For each ward (new boundaries if possible, old if not) how many street bins have been removed in the last 4 years? Please include both total number and Net reduction**

**Answer:**

There were approximately 6,000 public litter bins in Birmingham in 2014 and there are approximately 6,000 public litter bins in Birmingham in 2018. However, around 5% of these bins have been re-sited over the last 2 years. We do not have this information by new Wards.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CLEAN  
STREETS, WASTE AND RECYCLING FROM COUNCILLOR EDDIE  
FREEMAN**

**B2      Fly-Tipping and Bulky Waste**

**Question:**

**Has the Council carried out a review to compare the costs of cleaning increased fly tipped waste compared to running a free bulky waste collections service to see if it would be cheaper to re-introduce it, please included the review if it has taken place?**

**Answer:**

In November 2016 a proposal for re-introducing free bulky waste was reviewed. This identified a cost for a free service was estimated at £2.8m (1 free collection per household per year).

Current estimate of the cost of removing fly tipped waste across all land in the City is approximately £200k.



**WRITTEN QUESTION TO THE CABINET MEMBER FOR CLEAN  
STREETS, WASTE AND RECYCLING FROM COUNCILLOR DEIRDRE  
ALDEN**

**B3     Ad Waste Post**

**Question:**

**The Council appointed a new Assistant Director for Waste in March 2018, how long was this individual in post for?**

**Answer:**

The individual was in post between 5 February 2018 and 5th April 2018.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CLEAN  
STREETS, WASTE AND RECYCLING FROM COUNCILLOR BOB  
BEAUCHAMP**

**B4      Recycling Tonnage**

**Question:**

**For each year since 2010 what was the total tonnage of recycling collected each year?**

**Answer:**

Table 1: The total amount of waste sent for reuse, recycling or composting

TOTAL WASTE RECYCLING (WEIGHT IN TONNES)	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18
WASTE RECYCLED or REUSED	67,634	71,744	66,195	71,446	69,233	66,910	68,438	53,167
WASTE COMPOSTING	63,367	52,794	63,840	56,374	42,359	39,433	42,592	37,901
TOTAL HOUSEHOLD WASTE REUSED, RECYCLED OR COMPOSTED	131,001	124,537	130,035	127,819	111,593	106,343	111,030	91,068

Table 2: The amount of recycling collected directly from households

KERBSIDE COLLECTED RECYCLING (WEIGHT IN TONNES)	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18
KERBSIDE MULTI-MATERIAL (BOTTLES, CANS & PLASTIC) #	16,279	16,297	16,633	17,690	17,632	23,358	28,135	21,466
KERBSIDE PAPER AND CARD	27,004	25,202	25,034	22,577	21,480	23,440	23,612	16,995
KERBSIDE GARDEN GREEN WASTE	36,081	31,718	41,349	35,937	13,294	15,493	17,435	16,156
TOTAL KERBSIDE COLLECTED RECYCLING	79,364	73,217	83,016	76,204	52,406	62,291	69,181	54,618

# This is the amount collected and sent to the recycling facility.

A proportion of the multi-material waste collected is unsuitable for recycling (contamination) and is rejected at the recycling plant.

KERBSIDE MULTI-MATERIAL REJECTS (CONTAMINATION)	1,628	1,630	1,663	1,919	1,913	2,534	3,053	1,680
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**WRITTEN QUESTION TO THE CABINET MEMBER FOR CLEAN  
STREETS, WASTE AND RECYCLING FROM COUNCILLOR ADRIAN  
DELANEY**

**B5      Missed Residual Collections**

**Question:**

**Of all missed residual collections reported in each month for the last 2 years, what was the total number of collections within 2 days, within 1 week and over week?**

**Answer:**

Below are the numbers of missed collections raised which have been completed using the outcome of “Closed no further action”, which is used when a collection has been undertaken.

**Please Note:** Due to the industrial action in 2017 the data collected between July 2017 and September 2017 does not accurately reflect the performance of the department, as the Council was utilising 3<sup>rd</sup> party contractors to collect a high proportion of our missed collections waste and we do not have access to this data.

	Working Days		
	2 Day	5 Day	5 Day+
<b>Jun-16</b>	556	306	365
<b>Jul-16</b>	511	129	476
<b>Aug-16</b>	425	137	574
<b>Sep-16</b>	403	141	589
<b>Oct-16</b>	385	73	307
<b>Nov-16</b>	434	130	748
<b>Dec-16</b>	335	101	588
<b>Jan-17</b>	278	186	814
<b>Feb-17</b>	250	97	453
<b>Mar-17</b>	485	296	2905
<b>Apr-17</b>	352	330	5512
<b>May-17</b>	251	320	729
<b>Jun-17</b>	392	1159	2157
<b>Jul-17</b>	207	5240	3187
<b>Aug-17</b>	4	4	2855
<b>Sep-17</b>	27	41	4433
<b>Oct-17</b>	248	746	4295
<b>Nov-17</b>	309	284	1956
<b>Dec-17</b>	291	454	5987
<b>Jan-18</b>	713	1876	1551
<b>Feb-18</b>	343	386	1178
<b>Mar-18</b>	274	401	1926
<b>Apr-18</b>	283	197	1924
<b>May-18</b>	147	146	1448
<b>Jun-18</b>	714	209	807

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CLEAN STREETS, WASTE AND RECYCLING FROM COUNCILLOR ADAM HIGGS**

**B6 Missed Recycling Collections**

**Question:**

**Of all missed recycling collections reported in each month for the last 2 years, what was the total number of collections within 2 days, within 1 week, within 2 weeks and over 2 weeks?**

**Answer:**

Below are the numbers of missed collections raised which have been completed using the outcome of “Closed no further action” which is used when a collection has been undertaken.

**Please Note:** Due to the industrial action in 2017 the data collected between July 17 and September 17 does not accurately reflect the performance of the department as the Council were utilising 3<sup>rd</sup> party contractors to collect a high proportion of our missed collections waste and we do not have access to this data.

	Working Days		
	2 Day	5 Day	5 Day+
Jun-16	438	202	351
Jul-16	478	79	330
Aug-16	586	65	397
Sep-16	309	95	502
Oct-16	357	73	307
Nov-16	414	107	493
Dec-16	286	129	543
Jan-17	278	186	814
Feb-17	250	97	453
Mar-17	179	105	2398
Apr-17	173	131	3365
May-17	137	219	1005
Jun-17	257	616	1138
Jul-17	23	2796	1831
Aug-17	0	0	1526
Sep-17	17	17	1918
Oct-17	75	175	2650
Nov-17	195	250	1956
Dec-17	200	88	4502
Jan-18	1566	1187	2749
Feb-18	401	172	1255
Mar-18	351	218	2975
Apr-18	164	86	1565
May-18	139	65	1500
Jun-18	258	112	667

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CLEAN  
STREETS, WASTE AND RECYCLING FROM COUNCILLOR GARETH  
MOORE**

**B7     Flytipping**

**Question:**

**In 2015/16, 2016/17 and 2017/18 what were the total number of reported fly-tipping incidents?**

**Answer:**

Below are the number of flytipping incidents recorded by Waste Management crews and reported quarterly under DEFRA's Waste Data Flow 'fly-tipping' arrangements:

- 2015/16 = 12 348 incidents
- 2016/17 = 14 799 incidents
- 2017/18 = 15 321 incidents

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CLEAN  
STREETS, WASTE AND RECYCLING FROM COUNCILLOR SIMON  
MORRALL**

**B8      Waste Heads**

**Question:**

**Since 2012, please list the total time in post for each Assistant Director  
of Waste Management (or equivalent)?**

**Answer:**

Position Title	Length of service of Waste Management Assistant Directors in post since 1 January 2012
Assistant Director	3 Years (not including time in post prior to 2012)
Assistant Director	3 Years (not including time in post prior to 2012)
Assistant Director	2 Years
Assistant Director	2 Months

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CLEAN  
STREETS, WASTE AND RECYCLING FROM COUNCILLOR  
CHARLOTTE HODIVALA**

**B9      Waste Inquiry**

**Question:**

**The Minutes of the Meeting of the Birmingham Independent Improvement Panel and Birmingham City Council on 21 June 2018, as recently published as part of the ‘stocktake report’, references that an inquiry into the Waste dispute was “due to report”, “that appropriate elements of it will be published and that the Council intended to learn lessons from the findings and recommendations of the inquiry.” Whilst a public version may require some (limited) redactions will the full report be shared with all elected members and if so when?**

**Answer:**

At the moment it is not possible to comment further as I am advised that the investigation, whilst is near completion, has not yet concluded.

**WRITTEN QUESTION TO CABINET MEMBER FOR CLEAN STREETS,  
WASTE AND RECYCLING FROM COUNCILLOR NEIL EUSTACE**

**B10 Minimise use of disposable plastics**

**Question:**

**Could the Cabinet Member set out what steps are being taken to minimise the use of disposable plastics in the city?**

**Answer:**

The production of plastic and packaging is a national issue which we seek to influence through APSE and Keep Britain Tidy. We are also working with Central Government through the work of Dr Therese Coffey MP's office to improve recycling and reduce the use of plastics.

In the meantime the City Council is currently developing both its Waste Strategy and Waste Prevention Strategy. These documents will set out the City Council's position regarding the use of disposable plastics and how behaviour can be changed. Using our strategy we will work with partners within the city to develop a coordinated approach to tackle not only this issue but reducing waste in general.



**WRITTEN QUESTION TO CABINET MEMBER FOR CLEAN STREETS,  
WASTE AND RECYCLING FROM COUNCILLOR ZAKER CHOUDHRY**

**B11 Missed Collections over last 4 years**

**Question:**

**Could the Cabinet Member please list by month the number of missed collections over the last 4 years?**

**Answer:**

Below is a list of the individual and whole road reported missed collections over the past 4 years by month.

Please Note: The data will include duplicate reports where, for example, different residents have reported the same property or whole road as being missed, and where the same resident has reported the same missed collection multiple times.

	2014	2015	2016	2017	2018
<b>January</b>		3628	9112	2700	9657
<b>February</b>		2124	4948	1630	3755
<b>March</b>		2798	6205	7810	7358
<b>April</b>		1927	3718	11488	5976
<b>May</b>		1444	3705	3744	6273
<b>June</b>		5541	4161	7643	5941
<b>July</b>	3818	5086	3102	16200	
<b>August</b>	2378	2693	2989	5598	
<b>September</b>	2378	2965	2850	9406	
<b>October</b>	2068	3173	2503	11231	
<b>November</b>	2758	5133	3225	6703	
<b>December</b>	4318	5584	2046	11837	

**WRITTEN QUESTION TO CABINET MEMBER FOR CLEAN STREETS,  
WASTE AND RECYCLING FROM COUNCILLOR JON HUNT**

**B12     Response Time - flytipping**

**Question:**

**Could the Cabinet Member provide information about the time it takes for investigators to respond to reports of flytipping, setting out by decile the actual and target times for responses?**

**Answer:**

We do not set target response times for reports of Flytipping. We prioritise referrals based on the greater likelihood of being able to further the investigation to the point of instituting proceedings.

The unit received over 6500 referrals last year in relation to waste matters including fly tipping and all referrals are now moved through a triage process. In normal circumstances an initial response is made within 5 days. However, as already indicated, we prioritise referrals based on the merits of each case and, where there is evidence that will be supported by testimony from the complainant about who the offenders are, an investigator will respond within 2 days.

The burden of proof sits with the investigators, they must be able to identify the person that fly-tipped, not just the household. Investigations cannot be progressed where residents and eye witnesses are not prepared to provide evidence and statements that can be used in a criminal court. Matters where this information is available and supported are prioritised over all others and are responded to immediately.

Where there is a lack of evidence or support for the investigation by the referrer this can take longer and may involve warning letters and advice letters being sent to alleged perpetrators as an outcome.

The above relates to the process for investigation relating to potential enforcement activity and not the response time for the removal of the waste.

**WRITTEN QUESTION TO CABINET MEMBER FOR CLEAN STREETS,  
WASTE AND RECYCLING FROM COUNCILLOR BABER BAZ**

**B13    Waste Collection - Monthly Budget Targets**

**Question:**

**Could the Cabinet Member state what he has done to ensure waste collection meets its monthly budget targets?**

**Answer:**

Regular budget meetings are held with service management and finance. The 'in year' pressures and any savings/efficiency proposals are reviewed and future plans for service improvements are integral to these discussions.

Mitigation of any overspends and current financial assessments are reported through the Council's financial monitoring process.

**WRITTEN QUESTION TO CABINET MEMBER FOR CLEAN STREETS,  
WASTE AND RECYCLING FROM COUNCILLOR PAUL TILSLEY**

**B14    Illegal open air burning**

**Question:**

**In the present dry climate what work is being done with the fire service to prevent illegal open air burning?**

**Answer:**

West Midlands Fire Service will discourage anyone from lighting outdoor fires especially during hot weather and dry conditions as this can lead to fires easily getting out of hand and adds to the volume of work that the emergency services have to deal with. Whilst the Fire Service has no enforcement powers to prevent someone having an outdoor fire in their own garden, this will also be discouraged during the current climate. The Fire Service will distinguish fires if they believe it is likely to get out of hand and the Fire Service will liaise with members of the public who have undertaken to light fires.

The City Council, whilst it has no powers to prevent people lighting bonfires other than to deal with smoke nuisance, again would discourage people from doing so and will work with the emergency services to ensure this message is conveyed appropriately. There are no permitted times for the lighting of bonfires and any nuisance caused could warrant legal action under the Environmental Protection Act 1990 by the Local Authority.

For those people who wish to dispose of large items of rubbish, the City Council offers a wide range of services as follows:

- Special collections can be arranged for bulky items that cannot be removed by the normal weekly collection.
- A garden waste collection service with an annual charge. For further details please visit [birmingham.gov.uk/gardenwaste](http://birmingham.gov.uk/gardenwaste).
- Larger amounts of garden waste can be recycled free of charge by taking it to any of the following Household Recycling Centres:

Holford Drive, Perry Barr B42 2TN    Norris Way, Sutton Coldfield B75 7BB  
James Road, Tyseley B11 2BA    Tameside Drive, Castle Bromwich B35 7AG  
Lifford Lane, Cotteridge B30 3JJ

All these services and further information such as refuse collection days can be accessed by going online at [birmingham.gov.uk/wasteservices](http://birmingham.gov.uk/wasteservices) or by ringing 303 1112.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR FINANCE AND  
RESOURCES FROM COUNCILLOR DEBBIE CLANCY**

**C      YEI Lessons Learnt**

**Question:**

**Can you provide a copy of the lessons learnt report into the procurement process for the Youth Employment Initiative (Youth Promise Plus) and an update on any actions taken as a result?**

**Answer:**

A presentation on the Youth Promise Plus Project procurement process and lessons learnt was taken to the Council's internal Commissioning Board meeting on 26<sup>th</sup> March 2018. The background report for the presentation giving details on the issues surrounding the YPP procurement, remedial action taken, and learning points being applied to future delivery contains confidential information and is available through a private briefing.

The report states that the primary issues in procurement terms arose from a significant number of tenders received not meeting the required quality threshold, and from queries around the way in which potential providers quoted prices which could then not be clarified due to additional national rules on procurement of contracts involving EU funding that sit on top of the (EU Based) new Public Contract Regulations (2015).

Following legal advice this meant that only 4 of 11 contracts could be awarded in the first round of procurement. However, officers responded swiftly and effectively to modify service specifications and quality criteria in light of the lessons learned, and take forward further phases of open tendering, and all required YPP contracts were awarded and in place by February 2017.

While it is recognised that this changed procurement timeframe did have an effect on the project delivery, the primary reason for a subsequent managed re-profiling and downsizing of the YPP project that occurred, and was approved by Cabinet, in November 2017, related to late initial approvals and subsequent changes/ clarifications in eligibility, and evidence requirements from the Department for Work and Pensions (DWP) that were applied on an on-going basis during the delivery period. This had the effect of reducing available local activity that formed match funding, and thus caused a down-sizing of the project to date. It should also be noted that other large Youth Employment Initiative funded projects in the same situation around the country suffered the same procedural delays and impacts on delivery.

Despite this, YPP project delivery has continued effectively and as at 25<sup>th</sup> June 2018, the project had engaged and supported 13,000 NEET young people and 3,500 of these have so far progressed to an Education, Employment and training positive outcome. By the end of the current approval at 31 July 2018, the project is profiled to achieve 4,000 positive

outcomes, which would achieve the original target levels proportional to actual expenditure to that date.

In addition, following discussions with the DWP, the Council has submitted a Project Change Request (PCR) seeking to extend the YPP project for up to a further 3 ½ years, if approved, this will help support young people further. The project will be even more cost effective (£48M) and will still support the original volumes of 16,610 young people supported with over 7,000 going into positive outcomes.

If this extended delivery period is approved, the Council's Employment team will be working in conjunction with officers from Corporate Procurement to take forward a focused commissioning process, building on the lessons learned from YPP "phase one". Moving forward, core delivery will be less reliant on externally commissioned delivery, with a greater proportion of delivery being routed through existing Delivery Partnership arrangements, both in-house (principally through BCC Careers and Youth Services, but also involving 14 – 18 education, in-care / care leavers and youth offending support teams) and with external partners The Prince's Trust, University Hospital Birmingham training consortium, and Solihull MBC services.

Once a decision on the proposed extension has been received from DWP, a further report will be taken to Cabinet setting out the parameters for the YPP extension delivery model, including the procurement plan and seeking acceptance of this.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR HOMES AND  
NEIGHBOURHOODS FROM COUNCILLOR KEN WOOD**

**D      Travellers**

**Question:**

**A number of traveller encampments in the past have been on housing land with the nuisance to residents being very evident not to mention the cost of clearing the resulting mess that is inevitably left behind.**

**Can the Cabinet Member list what measures have or are being put in place to protect housing land from these unwelcome visitors and to ensure our law abiding tax paying residents enjoy a peaceful summer?**

**Answer:**

The vast majority of unauthorised encampments occur on parks land, but there are a number of instances where encampments have occurred on housing land. Although there has been a slight reduction in the number of unauthorised encampments during 2018/19 to date, clearly they cause all sorts of problems.

There are a number of measures being undertaken to protect land including:

- A review of the legal powers, including injunctions, to ensure that we are working with all stakeholders to prevent unauthorised encampments.
- Trend information on known hotspot areas has been obtained to ensure that preventative works can be undertaken, eg trip rails and mounding works which can be funded through the regeneration/redevelopment budgets.
- A review of the Birmingham Development Plan in respect of provision of suitable sites for the travelling community. This will require the gypsy roma traveller needs assessment from 2014 to be updated, which is being undertaken.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR TRANSPORT  
AND ENVIRONMENT FROM COUNCILLOR ROBERT ALDEN**

**E1     Fleet emissions**

**Question:**

**Since 2012, listed by year, for each new vehicle purchased what was the fuel type and the Euro Emissions Standard of the vehicle?**

**Answer:**

Vehicles purchased across the Council since 2012 are listed as below:

	E5	E6	Diesel	Petrol	Total
2012	10	-	9	1	<b>10</b>
2013	18	-	18	0	<b>18</b>
2014	64	23	87	0	<b>87</b>
2015	12	37	44	5	<b>49</b>
2016	-	20	15	5	<b>20</b>
2017	-	4	0	4	<b>4</b>
2018	-	1	1	0	<b>1</b>
Total	<b>104</b>	<b>85</b>	<b>174</b>	<b>15</b>	<b>189</b>

<b>Emissions standard</b>	<b>Applied to new passenger car approvals from:</b>	<b>Applied to most new registrations from:</b>
E5 - Euro 5	1 September 2009	1 January 2011
E6 - Euro 6	1 September 2014	1 September 2015 – current.



**WRITTEN QUESTION TO THE CABINET MEMBER FOR TRANSPORT  
AND ENVIRONMENT FROM COUNCILLOR DAVID BARRIE**

**E2      NO2 Exceedances**

**Q**

**Question:**

**Table 4 of the 26 June 2018 Cabinet Report on the Clean Air Zone consultation (entitled ‘Summary of CAZ impact on exceedances of NO<sub>2</sub> (ug/m<sup>3</sup>) and the further reductions which are required to achieve compliance’) lists just 4 locations. Please could you provide the same information for all of the locations shown as exceeding NO<sub>2</sub> levels on the maps in the appendix of this report?**

**Answer:**

The information provided in the Cabinet Report was a sample from the worst case locations that, if resolved, would be expected to have driven compliance at all other locations.

The following table drawn from tables D1-1 and E1-1 in the CAZ Air Quality Modelling Report<sup>1</sup> provides most of the data requested. The only items missing relate to ‘Additional Reductions Req.d in Road NO<sub>x</sub>’ both after CAZ C and after CAZ D. This information was not calculated for all sites and would need to be determined by third party consultants for the remaining (majority) sites. I understand this is a not-insignificant piece of work and there are no plans to undertake this.

It is important to note that the objective level is 40µgm<sup>-3</sup> for NO<sub>2</sub> and the values below are presented in concentrations of NO<sub>2</sub>. Oxides of nitrogen (NO<sub>x</sub>) is a precursor to NO<sub>2</sub> and whilst initially calculated is ultimately converted to NO<sub>2</sub> to determine the compliance position.

The table below shows all sites for which modelling was undertaken at the target determination stage. Those sites highlighted are above the objective level for the scenario in question.

The sites in the Cabinet Report are numbered 5, 134, 2 and 1 respectively on the table below.

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<sup>1</sup> Birmingham Clean Air Zone Feasibility, Study Birmingham City Council Air Quality Modelling Report, 29 June 2018, Jacobs  
([https://www.birminghambeheard.org.uk/economy/caz\\_individual/supporting\\_documents/Air%20Quality%20Modelling%20Report.pdf](https://www.birminghambeheard.org.uk/economy/caz_individual/supporting_documents/Air%20Quality%20Modelling%20Report.pdf))

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#	Road	Without CAZ 2020	CAZ C High	CAZ C High + OBC AM	CAZ D Medium	CAZ D High	CAZ D High + OBC AM
1	A4400 Suffolk St. Queensway	48.8	45	45.1	43.5	42.7	42.7
2	A38 Corporation St.	46.6	42.6	42.3	41.3	40.6	40.3
3	A38 Bristol St.	37.4	34.4	34.6	33.1	32.6	32.7
4	A4540 Dartmouth Circus	44.8	41.7	41.2	41.2	40.8	40.3
5	A4540 Watery Lane Middleway	46.9	41.8	42	41.7	41.4	41.5
6	A4540 Belgrave Middleway	39.5	36.2	36.4	35	34.5	34.7
7	A38 Tyburn Road	37.4	36.6	36.6	36.5	36.3	36.2
8	A38(M) Aston Expressway	40	37.8	37.6	37.1	36.5	36.3
9	A4540 Belgrave Middleway	37.3	35.5	35.4	35	34.8	34.7
10	A38(M) Aston Expressway (Elevated Rd.)	39.2	37.6	37.4	37.1	36.6	36.4
11	A38(M) Aston Expressway	44.5	40.8	40.5	39.6	38.9	38.6
12	A452 Chester Rd.	34.2	34.1	34.1	34.2	34.2	34.1
13	A4540 Bordesley Middleway	38.6	37	36.8	36.9	36.6	36.4
14	A4540 Newtown Middleway	40.9	38.5	38.2	38.1	37.7	37.4
15	A4540 Lawley Middleway	42.1	39.9	40.5	39.6	39.3	39.8
16	A456 Hagley Rd.	30.8	29.1	29	29	28.7	28.6
17	M6	42.7	41.9	41.8	41.8	41.6	41.6
18	A38(M) Aston Expressway	31.8	31.2	31	30.9	30.7	30.6
19	A4540 New John St. West	35.4	33.6	33.5	33.4	33.1	32.9
20	A453 Aldridge Rd.	31.4	30.7	30.6	30.5	30.3	30.2
21	A45(T) Coventry Rd.	36.6	35.2	34.9	34.9	34.7	34.5
22	A38 Tyburn Rd.	33.7	33.2	33.2	33.2	33.1	33
23	M6	41.9	41.2	41.1	41.1	41	40.9
24	A45(T) Coventry Rd.	27.5	27.2	27.2	27.2	27.2	27.1
25	A38 Kingsbury Rd.	31.2	30.8	30.8	30.8	30.8	30.7
26	A4540 Highgate Middleway	37.1	35.6	35.3	35.4	35.2	34.9
27	A4540 Lee Bank Middleway	33.4	31.7	31.7	31.3	31.1	31
28	A4400 Lancaster Circus Q'way	44.8	41.4	41.9	40.1	39.5	40

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29	A453 College Rd.	32.7	32.2	32.1	32	31.9	31.8
30	A4540 Icknield St.	32.5	31.7	31.7	31.8	31.6	31.6
31	A4540 Icknield St.	34.9	33.7	33.7	33.8	33.5	33.4
32	A456 Hagley Rd.	26.6	25.6	25.4	25.4	25.2	25
33	A4040 Bromford Lane	33.3	33	33	33.1	33	33
34	A453 Aldridge Rd.	33	32.3	32.2	32.1	31.9	31.8
35	A4040 Chapel Lane	28.4	28.1	28.1	28.1	28	28
36	A38 Bristol Rd.	36.6	33.8	33.7	32.8	32.4	32.3
37	A34 New Town Row	31.5	30	29.8	29.7	29.5	29.3
38	A441 Pershore Rd.	30.6	29	28.8	28.6	28.3	28.1
39	A5127 Lichfield Rd.	40.5	38.4	38.2	37.8	37.4	37.3
40	A4540 Icknield St.	33.6	32.7	32.7	32.8	32.6	32.6
41	A38 Bristol Rd.	34.7	34	34	33.9	33.7	33.6
42	A4040 Harborne Park Rd.	22.3	22.1	22.1	22.2	22.1	22.1
43	A456 Hagley Rd. West	24.6	24.4	24.3	24.4	24.2	24.1
44	A38 Kingsbury Rd.	27.6	27.3	27.3	27.3	27.3	27.2
45	A452 Chester Rd.	32.9	32.7	32.6	32.8	32.7	32.7
46	A4540 Ladywood Middleway	33.2	31.8	31.8	31.7	31.5	31.6
47	A41 Warwick Rd.	29	28.6	28.6	28.6	28.5	28.4
48	A441 Pershore Rd.	32.2	31.9	31.8	31.9	31.8	31.7
49	A41 Warwick Rd.	27.3	26.8	26.7	26.8	26.6	26.5
50	A38 Bristol Rd.	29	27.5	27.3	27.1	26.9	26.8
51	A41 Warwick Rd.	33.8	32.6	32.4	32.5	32.3	32.1
52	A41 Stratford Rd.	35.5	33.7	33.4	33.5	33.2	32.9
53	A4040 Stockfield Rd.	31.5	31.3	31.2	31.4	31.3	31.3
54	A38(M) Aston Expressway	45	42.2	41.9	41.3	40.7	40.5
55	A457 Spring Hill	28.9	27.9	27.7	27.7	27.5	27.4
56	A4540 Highgate Rd.	31.6	30.1	30.1	30	29.8	29.7
57	A41 Holyhead Rd.	22.4	22.3	22.2	22.2	22.2	22.2
58	A38(M) Tyburn Rd.	36.3	35.5	35.4	35.4	35.2	35.1
59	A47 Fort Parkway	33.2	32.9	32.9	32.9	32.8	32.8
60	A38 Bristol Rd. South	22.7	22.5	22.4	22.4	22.3	22.2

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61	A41 Soho Rd.	29.7	28.6	28.5	28.5	28.3	28.2
62	A441 Pershore Rd.	24.6	23.7	23.6	23.4	23.3	23.2
63	A34 Stratford Rd.	24.9	24.8	24.6	24.8	24.7	24.6
64	A4540	35.2	33.9	33.8	33.8	33.5	33.4
65	A4040 Oxhill Rd.	22.6	22.5	22.5	22.5	22.5	22.5
66	A47 Nechells Parkway	34	33.5	33.5	33.5	33.4	33.4
67	A457 Dudley Rd.	28.9	27.9	27.9	27.8	27.7	27.6
68	A452 Chester Rd.	31.4	31.2	31.1	31.2	31.2	31.1
69	A4540 New John St. West	33.1	31.6	31.4	31.4	31.1	30.9
70	A5127 Birmingham Rd.	29.2	28.8	28.7	28.7	28.5	28.4
71	A4040 Wheelwright Rd.	35.9	35.5	35.4	35.4	35.3	35.3
72	A41 Holyhead Rd.	29.1	28.8	28.7	28.6	28.5	28.4
73	A4040 Fox Hollies Rd.	31.5	31.3	31.2	31.4	31.4	31.3
74	A441 Pershore Rd. South	32.6	32.4	32.3	32.4	32.3	32.3
75	M6	39.6	38.9	38.8	38.7	38.6	38.5
76	A4540 Heaton St.	31.1	30.2	30.1	30.1	30	29.9
77	A34 Walsall Rd.	23.3	22.9	22.9	22.8	22.7	22.7
78	A41 Soho Hill	29.1	28.1	28	27.9	27.6	27.5
79	A38 Bristol Rd. South	24.1	23.7	23.7	23.7	23.6	23.5
80	A34 Stratford Rd.	25	24.6	24.5	24.5	24.4	24.3
81	M6	40.6	39.8	39.7	39.7	39.4	39.3
82	A5127 Lichfield Rd.	22.4	22.3	22.3	22.4	22.4	22.3
83	A452 Chester Rd.	31.2	31	30.9	31	31	30.9
84	A435 Alcester Rd. South	22.4	22.1	22	22.1	22	22
85	A4040 Fox Hollies Rd.	26.9	26.7	26.6	26.8	26.8	26.7
86	A41 Warwick Rd.	27.8	27.5	27.5	27.5	27.4	27.4
87	A4040 Church Rd.	32.2	32	32	32.1	32.1	32.1
88	A452 Chester Rd. North	29	28.7	28.6	28.8	28.7	28.7
89	A4040 Bromford Lane	39.3	39	39	38.9	38.8	38.8
90	A5127 Birmingham Rd.	30.7	30.5	30.4	30.5	30.4	30.3
91	A4040 Station Rd.	36.5	36.3	36.3	36.5	36.5	36.5
92	A4040 Watford Rd.	22	21.9	21.9	21.9	21.9	21.9

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93	A457 Dudley Rd.	27.2	26.4	26.3	26.3	26.1	26.1
94	A5127 Birmingham Rd.	29.6	29.3	29.2	29.3	29.2	29.1
95	A435 Alcester Rd.	31.7	30.3	30.1	30.1	29.9	29.7
96	A452 Chester Rd. North	23.3	23.1	23	23	23	23
97	A4040 Wellington Rd.	26.4	26	26	26	25.9	25.8
98	A435 Alcester Rd. South	26.7	26.2	26.1	26.2	26	25.9
99	A4097 Kingsbury Rd.	24.6	24.5	24.5	24.6	24.6	24.5
100	A453 College Rd.	25.7	25.3	25.2	25.3	25.2	25.1
101	A5127 High St.	29.3	29.2	29.1	29.2	29.2	29.1
102	A4040 Reservoir Rd.	33.4	33.1	33	33.1	33	32.9
103	A34 Stratford Rd.	28.1	27.9	27.7	27.9	27.8	27.7
104	A34 Stratford Rd.	28.8	28.4	28.3	28.3	28.2	28
105	A4040 City Rd.	23.1	22.6	22.7	22.6	22.5	22.5
106	A441 Redditch Rd.	19.5	19.4	19.3	19.4	19.3	19.3
107	A38 Bristol Rd. South	14.8	14.8	14.7	14.8	14.7	14.7
108	A4123 Court Oak Rd.	21.8	21.6	21.6	21.6	21.6	21.6
109	A4040 Brook Lane	24.5	24.3	24.2	24.4	24.3	24.3
110	A4040 Handsworth New Rd.	27.7	26.9	26.8	26.8	26.7	26.6
111	A452 Chester Rd. North	21.8	21.7	21.6	21.7	21.6	21.6
112	A34	34	33.3	33.2	33.1	32.9	32.7
113	A453 Jockey Rd.	25	24.8	24.7	24.8	24.8	24.8
114	A4040 Fordhouse Lane	25.3	25.1	25.1	25.1	25	25
115	A4040 Fordhouse Lane	24.7	24.4	24.3	24.4	24.4	24.3
116	A4040 Lordwood Rd.	25.6	25.3	25.3	25.3	25.3	25.3
117	A5127 Brassington Avenue	27.2	27	26.9	27	26.9	26.9
118	A453 Tamworth Rd.	22.5	22.4	22.4	22.5	22.5	22.4
119	A5127 Lichfield Rd.	22.9	22.8	22.7	22.9	22.9	22.8
120	A454 Walsall Rd.	22.9	22.8	22.7	22.9	22.9	22.8
121	A4029 Pebble Mill Rd.	24.8	23.8	23.8	23.6	23.5	23.4
122	A38 St Chads Queensway	46.5	42.6	42.5	41.3	40.6	40.5
123	A452 Chester Rd.	38.6	38.5	38.4	38.5	38.5	38.5
124	A38 Queensway (Tunnel)	46.7	43.3	43	41.9	41.2	41

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125	A452 Newport Rd.	31.6	31.4	31.4	31.4	31.4	31.4
126	Park St.	44.3	39.4	38.9	38.9	38.5	38
127	High St.	27.4	27	26.8	26.9	26.8	26.7
128	High St.	27.1	26.7	26.6	26.7	26.5	26.4
129	Stratford Rd.	35.2	33.9	33.7	33.8	33.5	33.3
130	Stratford Rd.	37.1	35.5	35.3	35.3	35	34.7
131	Tyburn Rd.	38.5	37.7	37.6	37.5	37.3	37.3
132	A38 Tyburn Rd.	39	38.2	38.2	38	37.8	37.7
133	Middleton Hall Rd.	29.6	29.4	29.4	29.5	29.4	29.4
134	Moat Lane	46.4	41.5	39.9	40.8	40.3	38.9
135	Curzon St.	38.9	36.6	36.5	36.3	36	35.9
136	Sherlock St.	37.7	35.1	35.2	34.3	33.8	34
137	Thimble Mill Lane	36.6	35.4	35.3	35.2	35	34.9
138	Thimble Mill Lane	35.2	34.1	34	34	33.7	33.6
139	Lichfield Rd.	35.7	34.4	34.3	34.2	34	33.9
140	Lichfield Rd.	40.6	39.7	39.7	39.6	39.5	39.3
141	Priory Rd.	31.2	29.6	29.5	29.3	29.1	29
142	Pershore Rd.	26.9	25.6	25.5	25.3	25.1	25
143	Bradford St.	38.6	35.8	35.4	35.4	34.9	34.6
144	Bradford St.	39.6	36.7	36.3	36.3	35.9	35.5
145	Unett St.	34	32.2	32.1	31.9	31.6	31.5
146	Clifford St.	34.1	32.6	32.4	32.4	32.1	32
147	Alma St.	38.2	36.2	35.9	35.7	35.4	35.1
148	Bordesley Green	33.6	32.3	32.2	32.2	32.1	32
149	Newhall St.	42.2	39.3	39.1	38.6	38.1	38
150	Cornwall St.	41.8	38.9	38.9	38.2	37.7	37.7
151	Barwick St.	40.6	38	37.9	37.3	36.9	36.9
152	Church St.	40.7	38	38	37.4	37	36.9
153	Barwick St.	40.8	38	38	37.4	37	37
154	Edmund St.	41.5	38.5	38.5	37.8	37.4	37.4
155	Temple St.	41.1	38.7	38.6	38.1	37.7	37.7
156	Temple St.	41.1	38.6	38.5	38.1	37.7	37.6

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157	Bull St.	43.1	39	38.5	38.5	38.1	37.7
158	Bull St.	42	38.6	38.3	38.1	37.8	37.5
159	Corporation St.	42.2	38.1	37.7	37.6	37.2	36.8
160	Steelhouse Lane	42.3	38.7	38.2	38	37.6	37.2
161	Corporation St.	43.7	39.2	38.5	38.6	38.1	37.5
162	Dalton St.	44.7	40.1	39.3	39.5	38.9	38.1
163	Digbeth	49.4	43.6	41.8	42.9	42.3	40.8
164	Vauxhall Rd.	42.3	40.3	40.5	40.2	39.8	39.9
165	Vauxhall Rd.	39.2	37.5	37.4	37.4	37.1	37
166	Great Hampton St.	35.7	33.2	33.1	32.7	32.3	32.2
167	Nechells Parkway	38.5	36.6	36.4	36.3	36	35.8
168	Nechells Parkway	37.2	35.8	35.5	35.6	35.3	35.1
169	Lichfield Rd.	36	34.8	34.7	34.6	34.4	34.3
170	High St. Deritend	45.4	41	39.9	39.9	39.2	38.3
171	Bradford St.	42.5	39.3	38.6	38.9	38.4	37.8
172	Sherlock St.	37.9	34.8	34.8	34.1	33.6	33.6
173	Newhall St.	41.9	38.9	38.8	38.3	37.8	37.7
174	Graham St.	38.9	36.9	36.6	36.5	36.1	35.9
175	Vittoria St.	38.3	36.5	36.3	36.2	35.8	35.6
176	Great Hampton St.	40.2	38.1	38	37.5	37.1	37
177	A38 / A4400	45.9	41.9	41.5	40.7	40	39.8
178	A38 / A4400	45.9	41.9	41.6	40.7	40.1	39.8
179	A38 / A4400	45.9	41.4	40.8	40.5	39.8	39.2
	<b>Number of Exceedances</b>	<b>41</b>	<b>19</b>	<b>17</b>	<b>16</b>	<b>12</b>	<b>10</b>

**WRITTEN QUESTION TO CABINET MEMBER FOR TRANSPORT AND  
ENVIRONMENT FROM COUNCILLOR JON HUNT**

**E3      Clean Air Zone**

**Question:**

**It has been said that poor air quality is causing 900 deaths a year in the city. How many deaths will the clean air zone prevent?**

**Answer:**

We have not calculated the number of avoided deaths. The methodology used for the Clean Air Zone followed the JAQU impact factors approach, and this does not provide data on deaths avoided.



**WRITTEN QUESTION TO CABINET MEMBER FOR TRANSPORT AND  
ENVIRONMENT FROM COUNCILLOR ZAKER CHOUDHRY**

**E4      Clean Air Zone - 2**

**Question:**

**When will the Cabinet Member produce a whole clean air strategy for the city?**

**Answer:**

The Clean Air Strategy is presently a work in progress. Considerable effort has been undertaken by Officers to date. I am now in a position to review progress and re-direct future efforts to align with the new Council plan. It is expected that this will be completed late autumn.

**WRITTEN QUESTION TO CABINET MEMBER FOR TRANSPORT AND ENVIRONMENT FROM COUNCILLOR MORRIAM JAN**

**E5      Criteria - Decisions rat-running HGVs**

**Question:**

**Along with petitioners, I have recently been informed that a residential estate used for rat-running by heavy goods vehicles does not meet the criteria for HGV restrictions. Could the Cabinet Member state what criteria is being applied, setting out the policies (and the source of those policies) that underlie these decisions?**

**Answer:**

The guidelines that have referenced for the provision of lorry management measures are:

1. For main radial routes and routes where significant lengths of dual carriageways have been provided or are firmly planned:
  - No significant restraint on any traffic
2. For general purpose single carriageway main distributor roads:
  - a flow of approximately 100 HGV two way per hour or more occurring during the peak periods of lorry activity will merit a positive programme of lorry management measures
3. For single carriageway roads in areas perceived locally as residential or otherwise environmentally sensitive:
  - a flow of approximately 60 HGV two way per hour or more (one a minute) occurring during the peak periods of lorry activity will merit a positive programme of lorry management measures.

Where there are circumstances in which the thresholds in (2) or (3) are not met but significant local environmental factors prevail, consideration may be given to the provision of advisory lorry routing and voluntary arrangements with local hauliers if appropriate.

These guidelines are part of a well-established set of criteria that form the only Lorry Management Policy the Council has ever adopted. However this policy is nearly 30 years old and, whilst the criteria is still seemingly relevant and meaningful in terms of providing a consistent and measured approach to requests for HGV restrictions, I have requested that Highway officers review the criteria, referencing amongst other information adopted best practice across other relevant local authorities.

**WRITTEN QUESTION TO CABINET MEMBER FOR TRANSPORT AND ENVIRONMENT FROM COUNCILLOR NEIL EUSTACE**

**E6      Greater protection of grass verges**

**Question:**

**Now that the Cabinet Member has merged the local highways and grass verge protection budgets, what plans does he have to ensure greater protection of grass verges?**

**Answer:**

In the light of changes to ward boundaries and the number of elected Members since May 2018, I have decided to merge 2018/19 funding allocation for Ward Minor Transport Measures (WMTM) and Grass Verge Protection Measures (GVPM) programmes. This will provide greater flexibility to elected members and residents to select and spend the entire available funding (£6,500/ £13,000 for single/double ward Member) either on GVPM or WMTM schemes and vice versa to meet their local aspirations.

As for further plans to ensure protection of grass verges given the limited availability of capital funding there are no resources available to expand the current commitment on the GVPM budget. However we will continue to seek opportunities to provide protection measures where possible through other means such as new highway projects and development proposals.



**APPOINTMENTS BY THE COUNCIL**

Set out below for approval are appointments to be made by the City Council.

**RECOMMENDED:-**

That the appointments be made to serve on the Committees and other bodies set out below:-

**Planning Committee**

Councillor ..... (Lab) to replace Councillor Mike Sharpe (Lab) as Chairman for the period ending with the Annual Meeting of City Council in May 2019.

**Health & Social Care Overview and Scrutiny Committee**

Councillor Ziaul Islam (Lab) to replace Councillor Saddak Miah (Lab) and Councillor Paul Tilsley (Lib Dem) to replace Councillor Aikhlaq Ahmed (Lab) for the period ending with the Annual Meeting of City Council in May 2019.

**Learning, Culture & Physical Activity Overview and Scrutiny Committee**

Councillor .....(Lab) to replace Councillor Baber Baz (Lib Dem) for the period ending with the Annual Meeting of City Council in May 2019.

**Independent Remuneration Panel**

Appoint Honorary Alderman Stewart Stacey for the period 15 September 2018 -14 September 2022 as a co-opted member.

Appoint ..... for the period 15 September 2018 -14 September 2022 as a co-opted member.



**REPORT OF THE COUNCIL BUSINESS MANAGEMENT COMMITTEE**

**AMENDMENTS TO THE CONSTITUTION**

There are two proposed amendments to the Constitution:

1) To add a new standing order on the Chief Officer and Deputy Chief Officer Appointments, Dismissals and Service Conditions (also known as JNC Panel) terms of reference. The new standing order will ensure that the City Council is compliant with the *Local Authorities (Standing Orders) (England) Regulations 2001*, as amended in 2014.

The new standing order is set out in Appendix 1.

2) To amend the composition of the Standards Committee.

The amendments are set out in Appendix 2 (highlighted).

**MOTION**

That approval be given to the necessary changes to the City Council's Constitution as indicated in the appendices to the report and that the City Solicitor be authorised to implement the changes with immediate effect.

## **Appendix 1: Amendments to page 54**

Remove existing text under the following heading and replace with:

### *Terms and Conditions of Employment*

Holding management to account for implementing agreed terms and conditions of employment of staff.

Agreeing any changes to terms and conditions of employment (the Birmingham Contract).

Holding management to account for the effective consultation and negotiation with employees and representatives of regional and national bodies in connection with terms and conditions of employment.

The following Sub-Committees of the Council Business Management Committee are approved for the current Municipal Year:

- Miscellaneous Appeals Sub-Committee – to determine non-personnel appeals and reviews.
- Education Awards
- Election Matters Members Forum
- Lord Mayor's Advisory Group
- Chief Officer and Deputy Chief Officer Appointments, Dismissals and Service Conditions (Also known as JNC Panel)
- Personnel Appeals
- Local Authority School Governor Nomination Committee

### *Chief Officer and Deputy Chief Officer Appointments, Dismissals And Service Conditions Sub-Committee (JNC Panel)*

The Sub-Committee for Chief Officers (Officers reporting to the Chief Executive) and Deputy Chief Officers (Officers reporting to Chief Officers) shall comprise the Leaders of the three main political parties (or their nominees), and two other members subject to the proportionality rules. The functions of this sub-committee are as follows:

1. To consider and determine the form of the employment contracts and other Terms and Conditions (including related structural issues) for the Chief and Deputy Chief Officer Posts as defined in the Constitution of the City Council.
2. To be responsible for making appointments to all posts falling within 1 above and to recommend to the Council the appointment of the Chief Executive.
3. To deal with all termination and disciplinary arrangements relating to Chief Officer and Deputy Chief Officer posts (including early retirement and the award of added years)

The appointment, termination and disciplinary arrangements of Officers who are NOT Chief Officers or Deputy Chief Officers (other than assistants to political groups) is the responsibility of the Chief Executive as Head of the Paid Service or his/her nominee in line with the Council's normal recruitment, disciplinary and termination policies. Members are not permitted to be involved in these decisions, except insofar as there are arrangements for a members appeal committee for staff matters.



## Appendix 2: Amendments to page 56 and 57

Remove existing text under the following heading and replace with:

### 5.11 The Standards Committee

#### *Key Roles*

- advising the City Council on the adoption or revision of the Code of Conduct;
- monitoring the operation of the Code of Conduct;
- advising, training or arranging to train members and co-opted members on matters relating to the City Council's Code of Conduct.
- determining complaints brought by members of the public alleging a breach of the Code of Conduct by Councillors.
- determining the penalty to be imposed in the event of a breach of the Code being upheld.
- hearing appeals as may be necessary.
- granting any dispensations and dealing with any other powers granted to Standards Committees by legislation.
- to submit an Annual report on the work of the Standards Committee and, generally, promoting the standards of ethical conduct and behaviour expected of Councillors.

The Standards Committee shall also determine under Sections 1 and 2 of the Local Government and Housing Act 1989: -

- any application received from any officer of the Council for exemption from political restriction; and
- any application to consider whether a post should be included in the list maintained by the Council under Section 2(2) of the 1989 Act, and may direct the Council to include a post in that list.

#### *Composition*

- Membership.** The Standards Committee will be composed of 14 Members, as follows:
  - 6 Councillors, other than those with Special Responsibility Allowances, which will be made up of 2 Councillors from each of the 3 largest political parties represented on the City Council ;
  - 6 Independent lay members
  - 1 Member of New Frankley in Birmingham Parish Council
  - 1 Member of Sutton Coldfield Parish Council
- Independent Lay Members.** Independent Lay Members will be entitled to vote at meetings;
- Parish Members.** The Parish Member(s) must be present when matters relating to the parish council or their Members are being considered;
- Chairing the Committee.** An Independent Member should be appointed as the Chair and Deputy Chair of Standards Committee.

- (v) **Quorum.** 5 members, including at least one of the Independent Lay Member and the Parish Councillor if it relates to a Parish Council matter.
- (vi) Independent Person. There be at least 1 Independent who will have no voting rights although Standards Committee has the discretion to appoint an additional person if required.

**ANNUAL AUDIT LETTER YEAR ENDED 31 MARCH 2018 – STATUTORY  
RECOMMENDATIONS MADE UNDER SECTION 24 LOCAL AUDIT AND  
ACCOUNTABILITY ACT 2014**

**Report of the Section 151 Officer and Cabinet Member for Finance and Resources**

### **1. Basis for Statutory Recommendation**

The Annual Audit Letter for the year ending 31 March 2018 issued by Grant Thornton, the External Auditor, includes the following statement:

“The key messages arising from our audit of the Council’s financial statements are as follows:

- We received a good quality set of financial statements on 31 May in line with the statutory deadline. The working papers supporting the accounts have been fit for purpose and we appreciate the support that the Finance Team have given us throughout the audit.
- Our audit has identified one adjusted error. Further details are provided in Appendix C. Our audit has not identified any unadjusted errors.
- We are planning to issue an unqualified opinion on the financial statements. Our enhanced audit report will include an Emphasis of Matter paragraph in relation to the disclosure of the uncertainties surrounding the volume and timing of any future equal pay claims.
- We are planning to issue a qualified ‘adverse’ Value for Money (VfM) conclusion. This is because the weaknesses in arrangements which we have identified, are both significant in terms of their impact and numerous in terms of the number of different aspects of proper arrangements affected, that we are unable to satisfy ourselves that the Council has proper arrangements to secure VfM:
  - Budget delivery and reserves management as well as savings proposals (including the principles of the Future Operating Model) and Equal Pay: due to the significant use of reserves in 2017/18, the planned use of £30.5m of Corporate Reserves in 2018/19, the failure to deliver all of the planned savings in 2017/18 and the £9.1m of savings identified as not deliverable in 2018/19 as reported by the Council at Month 3;
  - Improvement Panel (‘the Panel’): The Council is working collaboratively with the Panel, but needs to address the issues highlighted in its Improvement Stocktake Report;
  - Services for vulnerable children: although Ofsted has acknowledged improvement following its most recent monitoring visits, the Council is still rated as ‘inadequate’; and
  - Management of schools: Ofsted has identified some improvements in arrangements, but Internal Audit reports suggest weaknesses in financial and other controls at 52% of schools visited.

Whilst we have not qualified our VfM conclusion in relation to the Commonwealth Games, we do recognise that a significant level of funding has not yet been received by the Council

and there is a risk that hosting the games will impact upon the Council's future financial sustainability if it is not adequately managed."

As a result of these findings the Auditor saw fit to take the relatively unusual step of issuing a number of Statutory Recommendations under Section 24 of the Local Audit and Accountability Act 2014. This measure is a strong warning to the Council of the Auditor's concerns but stops short of a public interest report. A S24 notice requires Full Council to agree its response to the points included within the recommendations within 1 month of issue and to publish how it proposes to address the issues raised.

As permitted in the legislation, an extension was sought from the Auditor to 11 September to align with the Council meeting schedule and this was granted.

The seven recommendations made are set out below

"The Council needs to:

#### *Finance*

1. Deliver its savings plans in 2018/19, in particular by identifying alternatives where existing plans are not deliverable, to mitigate the impact of the combined savings and budget pressure risks.
2. Develop a realistic medium term financial plan for 2019/20 to 2021/22 which incorporates realistic and detailed savings plans and takes account of key budget and service risks.
3. Ensure that it maintains an adequate level of reserves to mitigate the impact of budget risks, in particular one-off risks such as the Commonwealth Games and Equal Pay.

#### *Transparency and Governance*

4. Ensure that its financial monitoring and budget reports are clear, transparent, and timely particularly in relation to the use of reserves, whether in-year or at year-end.
5. Report governance failures and emerging issues promptly and clearly to Members and local citizens.

#### *Subsidiary Bodies*

6. Ensure that appropriate arrangements are implemented in relation to the Council's subsidiary bodies, including regular financial reporting and Council nominees on subsidiary body boards, to ensure that emerging risks are monitored, reported and managed promptly.

#### *Place Directorate*

7. Ensure that robust management and governance arrangements are put in place within the Place Directorate, particularly to ensure effective oversight of the waste service, to ensure that it delivers its financial and service objectives."

A section 24 report had previously been issued to Birmingham City Council in respect of the 2015/16 accounts. A copy of the Full Council report submitted at that time is attached at annex 1.

## 2. Section 151 Officer Commentary

The City faces challenging and uncertain times ahead if it is to deliver high quality services to its residents and businesses, at a cost that is within the annual resources available to it *and* without recourse to the use of one-off reserves intended to cover unforeseen events. The use of reserves to fund day-to-day services merely delays making the necessary difficult decisions on which services to remodel, reduce or cease.

As with the rest of the local government sector, funding cuts and significant local expenditure pressures have made the Council's job far more difficult and has required annual savings of £642m over the seven years to 2017/18. This is more than 40% of total annual expenditure and the Council anticipates having to make further annual cuts in the region of £125m by 2021/22 bringing total annual savings to over £34bn over the eleven-year period. The Council's workforce will have fallen by more than 60% over this period. Inevitably this has had, and will continue to have, severe impacts both on front line and back office services in Birmingham.

A recent National Audit Office report noting the 49.1 per cent real-terms cut in Government funding for local authorities in 2010–18, underlined how councils are affected by growing demand for key services and other cost pressures.<sup>1</sup>

The last three years have been especially problematic in Birmingham City Council. The level of savings delivered has fallen significantly below the planned level, and other spending pressures have also emerged, which has meant that additional uses of reserves have been required over and above original plans to balance and deliver the budget since 2015/16.

In 2016/17, Directorates overspent by £71.9m, due mainly to the non-delivery of savings in Adults, Social Care and Health and Place Directorates as well as some base budget pressures across the Council. Corporate mitigations, including use of capital receipts flexibility, were identified totalling £42.1m.

2017/18 showed a similar picture with Directorates overspent by £12.7m, again due to base budget pressures in Place Directorate and some savings non-delivery across most Directorates. Furthermore, corporate overspends of £24.1m occurred in 2017/18 relating to accumulated losses and write-offs in one of its subsidiaries (£9.5m) and the non-delivery of the Council's Future Operating Model (£14.6m). Corporate underspends were identified of £15.9m. Overall, it was necessary to use £20.9m of additional reserves taking the total use of reserves to support day-to-day spending in 2017/18 to £63m.

A further planned structural use of reserves of around £30m is required in 2018/19 in order to balance the budget – this assumes that spending is maintained within budget. By month 2, it was clear that a forecast overspend of £28m was emerging as a result of base budget pressures and savings not being delivered. By month 4, this forecast overspend had reduced to £12m and pressure continues to be applied to eradicate any overspend

If the Council is to move towards financial stability, then it must ensure that it develops robust and deliverable spending and saving plans. If problems are identified in year,

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<sup>1</sup> Comptroller and Auditor General, 'Ministry of Housing, Communities & Local Government: Financial sustainability of local authorities 2018', London: National Audit Office, 2018.

resolutions must be identified from within existing budgets, with any use of reserves being the option of last resort.

Birmingham City Council must address these issues, however difficult the decisions it needs to take to address them. This may involve re-designing some services, working in partnership with other bodies to deliver other services, reducing service levels and stopping some services altogether. Without these actions, the Council will continue to eat into its reserves and find itself in a financially unsustainable position.

### **3. Birmingham City Council Response to the Audit Statutory Recommendations**

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 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 budget pressures and non-deliverable savings in the current and future years. Actions to address specific recommendations are set out below and it is proposed that the Audit Committee be asked to monitor progress on the achievement of the proposed actions.

### **4. Actions to address specific statutory recommendations:**

***Recommendation 1:*** *Deliver its savings plans in 2018/19, in particular by identifying alternatives where existing plans are not deliverable, to mitigate the impact of the combined savings and budget pressure risks.*

The quality and timing of monthly budget monitoring has been improved to allow for early reporting and discussions with budget holders much earlier in the cycle. This in turn allows for corrective action to be taken considerably quicker.

Early reporting (month 2 2018/19) was forecasting an overspend of some £28m arising both from base budget pressures and the non-delivery of savings. As a result, a monthly star chamber process has been instigated whereby the Chief Finance Officer and the Cabinet Member for Finance and Resources meet with relevant Services Directors and their Cabinet Member to understand the reasons for the continuing forecasting overspend and to agree the mitigations which will lead to bringing forecast back within budget.

There is strong evidence that this approach is delivering results and by month 4, the forecast overspend had reduced to £12m. This continued focus at both member and officer level is now programmed for the rest of the year in order to maintain a 'grip' on spending.

Beginning in 2018/19, access to reserves as mitigation for base budget pressures and savings non-delivery has been severely restricted. Directorates now hold only limited grant reserves and ring-fenced account reserves for specific items of expenditure. All other reserves are held corporately with access to them requiring Cabinet approval.

The updated revenue (and capital) monitoring process is far more risk-focussed and concentrates on identifying solutions to issues and delivering these solutions. Where a service identifies that its spending forecast is likely to exceed the available budget, a clear process has been introduced as set out below:

- The service will be expected to identify recovery plans and/or new savings proposals to bring its spending back in line with budget;
- If this cannot be achieved, CMT and Cabinet will consider re-allocating budgets across the Council to re-balance spending;
- Only with these two routes exhausted will consideration be given to using reserves to fund any overspend.

More formal Scrutiny arrangements have been introduced for the Council's finances and there is an expectation that areas of financial concern will be examined in detail.

In addition, a new Capital Board, chaired by the Leader, has been established to ensure that capital controls and monitoring are in place and that capital spend proposals are in line with the Council's objectives. These controls are an essential part of ensuring that schemes are delivered on time and on budget.

Finally, the Finance Team has been restructured to allow dedicated Business Partners to work more collaboratively with budget holders in assessing the financial implications of policy proposals along with robust implementation plans to reduce the likelihood of overspends.

The Chief Finance Office is content with the robustness of this approach and will continue, along with the Cabinet Member for Finance and Resources, to take all necessary steps to deliver expenditure in line with the approved budget.

***Recommendation 2: Develop a realistic medium term financial plan for 2019/20 to 2021/22 which incorporates realistic and detailed savings plans and takes account of key budget and service risks.***

For future years the Council is adopting a priority-based budgeting approach that will align the use of financial resources with its policy priorities, and involve considerable use of performance, unit cost and trend information. The budget setting process will also focus on exploring opportunities for service re-design and partnership working and promote links to the development of capital and asset strategies. In this way, the Council can streamline the resources it uses to achieve best fit with the priorities of the Council and reduce or eliminate spend on lower priority areas.

Target savings for the 4-year period will be of the order of £120m. The challenges of achieving this, on top of £642m of savings already delivered, are considerable but not insurmountable. By 2022, the Council will have cut more than 50% from its annual budgets and service impacts are inevitable.

The process for the 2019/20-2022/23 four-year cycle commenced in May 2018 – considerably earlier than in previous years. This involved a two day member workshop in June aimed at ensuring that every penny spent by the Council aligns with the priorities of the ruling administration. Further workshops are planned in September and October 2018 prior to the draft budget being issued for consultation.

Central to ensuring delivery is the creation of a central Project Management Office (PMO) and robust business cases/implementation plans to enable delivery to be tracked and monitored with the same rigour as being applied in the current year. Only with such a focus can the Council improve its financial performance whilst at the same time delivering its service priorities.

***Recommendation 3: Ensure that it maintains an adequate level of reserves to mitigate the impact of budget risks, in particular one-off risks such as the Commonwealth Games and Equal Pay.***

Reserves are intended to be held to mitigate the financial impact of unforeseeable and infrequent events. They are not intended to support ongoing financial pressures or the non-delivery of savings and such use represents a false economy, serving only to defer rather than resolve pressures that require difficult decisions to be made.

At March 2018, the Council held total reserves of £301m including £170m not earmarked for specific purposes. This includes £98m created in 2017/18 from an agreed permitted change in the accounting treatment of debt repayment. The approved 2018/19 budget includes a further approved use of reserves of £30m.

In addition, the Council's existing financial plans include building up a contingency reserve of £40m over the next 4 years in respect of the Commonwealth Games, using future business rates growth.

The revised strategy restricting the use of reserves is set out in response to recommendation 1 above and is consistent with aiming to use reserves carefully and not to support ongoing pressures.

It is important that the Council's reserves are neither too high or too low. The Council is working on a risk-based approach to identify an appropriate minimum level of reserves which it needs to hold to mitigate its risk profile and plans to manage those risks.

The Council will keep risks under regular review to ensure that adequate resources are set aside where necessary as its risk profile changes.

***Recommendation 4: Ensure that its financial monitoring and budget reports are clear, transparent, and timely particularly in relation to the use of reserves, whether in-year or at year-end.***



Considerable work has been undertaken over the last six months to improve financial reporting to make it more transparent and clearer. Improvements in reporting will continue to be developed and the council remains committed to open and full reporting. This includes working with the Resources Overview & Scrutiny Committee to improve accountability.

The Council Plan and Budget 2018+ report considered at the City Council meeting on 27 February 2018 set out a summary of the expected level of reserves over a five-year period, and new internal rules have been introduced to prevent the use of reserves to support budget pressures and the non-delivery of savings.

Budget monitoring reports now include explicit reference to the budgeted and planned use of reserves, with the latter being considered in accordance with the approach set out in response to recommendation 1 above.

Financial reporting will continue to evolve to ensure that members, the public and stakeholders have a clear picture of the Council's finances and the opportunity to challenge and shape spending as budgets continue to fall.

***Recommendation 5: Report governance failures and emerging issues promptly and clearly to Members and local citizens.***

It is acknowledged that the Council has not always recognised quickly issues of governance and that as a result, these have not been reported promptly. A full review of governance, including the governance of associated bodies and companies, is taking place.

The Group Governance Committee Terms of Reference are being revised to ensure that it is able to provide effective oversight of the many stakeholder interests, including associated companies and bodies, where some of the greatest risks apply.

For matters within the Council, more transparent performance, financial and risk reporting will identify issues earlier to allow actions plans to be developed. The Council is working to improve the efficacy of its role as client in a number of key relationships (such as The Children's Trust) and ensuring that its role as stakeholder is clearly separated from its role as service deliverer where a conflict exists.

The Council is also working with the Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP) both in relation to the role of the City Council as the Accountable Body and in establishing GBSLEP as an independent and self-controlling company in line with the findings of the Government's LEP review and the Ney Review.

***Recommendation 6: Ensure that appropriate arrangements are implemented in relation to the Council's subsidiary bodies, including regular financial reporting and Council nominees on subsidiary body boards, to ensure that emerging risks are monitored, reported and managed promptly.***

The Council has various relationships with its subsidiary companies including shareholder, customer, landlord and service provider.

The shareholder role is discharged through the Cabinet Committee – Group Company Governance (CC-GCG), with attendance by subsidiaries either on a cyclical timeframe or where there are concerns with a Council-owned company, on a more regular basis.

The Intelligent Client Function is more robustly developed for some subsidiary bodies than others and the role of contact officers requires formal definition. This will form part of the work programme for CC-GCG in 2018, along with further development of the training package for officers and members who take up directorships.

Risks within subsidiary bodies are formally reported to Audit Committee annually as part of an assurance statement. The Council will extend this mechanism to capture emerging in-year risks.

It is important that the Council recognises both the opportunities and risks associated with subsidiary bodies and puts in place appropriate and robust management and reporting arrangements to ensure that they meet their various objectives.

***Recommendation 7: Ensure that robust management and governance arrangements are put in place within the Place Directorate, particularly to ensure effective oversight of the waste service, to ensure that it delivers its financial and service objectives.***

The Place Directorate continues to be under the greatest financial pressures, especially in the area of waste management. A new Memorandum of Understanding (MoU) is due for implementation in September 2018 and arrangements are being put in place to monitor performance and financial arrangements that will lead to improvements in services to the public and most particularly to recycling rates.

### **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 4 of this report.

Annex 1: Annual Audit Letter, year ended 31/03/2016

Annex 2: Annual Audit Report, year ended 31/03/2017

## **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.

	<b>2017-18 £m</b>	<b>2018-19 £m</b>	<b>2019-20 £m</b>	<b>2020-21 £m</b>
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)
<b>Subtotal of new savings being consulted upon</b>	<b>(50.593)</b>	<b>(94.328)</b>	<b>(96.267)</b>	<b>(96.542)</b>
Total savings already included in financial plans	(27.810)	(50.535)	(75.829)	(82.072)
<b>Total Savings Requirement</b>	<b>(78.403)</b>	<b>(144.863)</b>	<b>(172.096)</b>	<b>(178.614)</b>

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.

**Our Ref.:** BCC/MS/

**Date:** 30 July 2018

Grant Thornton UK LLP  
The Colmore Building  
20 Colmore Circus  
Birmingham  
West Midlands  
B4 6AT

Dear Sirs

**Birmingham City Council**  
**Financial Statements for the year ended 31 March 2018**

This representation letter is provided in connection with the audit of the financial statements of Birmingham City Council and its subsidiary undertakings (as listed in note 48 of the Council's financial statements) for the year ended 31 March 2018 for the purpose of expressing an opinion as to whether the group and parent Council financial statements are presented fairly, in all material respects in accordance with International Financial Reporting Standards and the CIPFA/LASAAC Code of Practice on Local Authority Accounting in the United Kingdom 2017/18 and applicable law.

We confirm that to the best of our knowledge and belief having made such inquiries as we considered necessary for the purpose of appropriately informing ourselves:

**Group Financial Statements**

- i) We have fulfilled our responsibilities for the preparation of the group and parent Council's financial statements in accordance with International Financial Reporting Standards and the CIPFA/LASAAC Code of Practice on Local Authority Accounting in the United Kingdom 2017/18 ("the Code"); in particular the group and parent Council financial statements are fairly presented in accordance therewith.
- ii) We have complied with the requirements of all statutory directions affecting the group and parent Council and these matters have been appropriately reflected and disclosed in the group and parent Council financial statements.

**Finance & Governance**  
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Birmingham. B2 2XR

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[www.birmingham.gov.uk](http://www.birmingham.gov.uk)

- iii) The Council has complied with all aspects of contractual agreements that could have a material effect on the group and parent Council financial statements in the event of non-compliance. There has been no non-compliance with requirements of any regulatory authorities that could have a material effect on the group and parent Council financial statements in the event of non-compliance.
- iv) We acknowledge our responsibility for the design, implementation and maintenance of internal control to prevent and detect fraud.
- v) Significant assumptions used by us in making accounting estimates, including those measured at fair value, are reasonable.
- vi) Except as disclosed in the group and parent Council financial statements:
  - a there are no unrecorded liabilities, actual or contingent
  - b none of the assets of the group and parent Council has been assigned, pledged or mortgaged
  - c there are no material prior year charges or credits, nor exceptional or non-recurring items requiring separate disclosure.
- vii) We confirm that we are satisfied that the actuarial assumptions underlying the valuation of pension scheme assets and liabilities for IAS19 Employee Benefits disclosures are consistent with our knowledge. We confirm that all settlements and curtailments have been identified and properly accounted for. We also confirm that all significant post-employment benefits have been identified and properly accounted for.
- viii) Related party relationships and transactions have been appropriately accounted for and disclosed in accordance with the requirements of International Financial Reporting Standards and the Code.
- ix) All events subsequent to the date of the group and parent Council financial statements and for which International Financial Reporting Standards and the Code require adjustment or disclosure have been adjusted or disclosed.
- x) We have considered the adjusted misstatements, and misclassification and disclosures changes schedules included in your Audit Findings Report. The group and parent Council financial statements have been amended for these misstatements, misclassifications and disclosure changes and are free of material misstatements, including omissions.
- xi) Actual or possible litigation and claims have been accounted for and disclosed in accordance with the requirements of International Financial Reporting Standards.
- xii) We have no plans or intentions that may materially alter the carrying value or classification of assets and liabilities reflected in the group and parent Council financial statements.



- xiii) We believe that the group and parent Council's financial statements should be prepared on a going concern basis on the grounds that current and future sources of funding or support will be more than adequate for the group and parent Council's needs. We believe that no further disclosures relating to the group and parent Council's ability to continue as a going concern need to be made in the financial statements.
- xiv) We have considered the impact of the Council's Equal Pay liability and we are satisfied that the Council can manage its cash flow through the receipts from the sale of assets to meet all of its current Equal Pay liabilities.

## Information Provided

- xv) We have provided you with:
  - a. access to all information of which we are aware that is relevant to the preparation of the group and parent Council financial statements such as records, documentation and other matters;
  - b. additional information that you have requested from us for the purpose of your audit; and
  - c. unrestricted access to persons within the Council from whom you determined it necessary to obtain audit evidence.
- xvi) We have communicated to you all deficiencies in internal control of which management is aware.
- xvii) All transactions have been recorded in the accounting records and are reflected in the group and parent Council financial statements.
- xviii) We have disclosed to you the results of our assessment of the risk that the group and parent Council financial statements may be materially misstated as a result of fraud.
- xix) We have disclosed to you all information in relation to fraud or suspected fraud that we are aware of and that affects the group and parent Council and involves:
  - a. management;
  - b. employees who have significant roles in internal control; or
  - c. others where the fraud could have a material effect on the group and parent Council financial statements.
- xx) We have disclosed to you all information in relation to allegations of fraud, or suspected fraud, affecting the group and parent Council's financial statements communicated by employees, former employees, analysts, regulators or others.
- xxi) We have disclosed to you all known instances of non-compliance or suspected non-compliance with laws and regulations whose effects should be considered when preparing financial statements.
- xxii) We have disclosed to you the identity of the group and parent Council's related parties and all the related party relationships and transactions of which we are aware.

- xxiii) We have disclosed to you all known actual or possible litigation and claims whose effects should be considered when preparing the group and parent Council financial statements.
- xxiv) We confirm the reasonableness of the significant assumptions used in making accounting estimates, including those measured at fair value. We also confirm the following:
  - a) Property, Plant and Equipment. We confirm that the controls operated over the recognition, valuation, presentation and disclosure of Property, Plant and Equipment are appropriate and materially accurate estimates of the Council's non-current assets. We also confirm that the reporting of Property, Plant and Equipment complies with the relevant frameworks.
  - b) Equal Pay – measurement. We confirm that the measurement methods including related assumptions and models is appropriate and have been consistently applied. We also confirm that we have provided you with all information available to us that could impact on the estimated value of the Council's liability.
  - c) Equal Pay – recognition. We confirm that the receipt of an Equal Pay claim is the appropriate point at which to recognise the Council's liability and these recognition criteria have been consistently applied. We also confirm that it is not possible to accurately estimate the volume, type or value of future Equal Pay claims. We have reached this conclusion due to the number of variables impacting on the claims including future court judgement, the number of claims the Council receives, the settlement amount for claims, and any costs in respect to taxation.
  - d) Academy Schools subject to PFI. We confirm that no onerous contracts as defined by IAS 37 exist.
  - e) Group boundaries. We confirm that we do not have control as defined by IFRS 10 of Performances Birmingham Limited and Birmingham Museums Trust Limited and are therefore not consolidated.

## Annual Governance Statement

- xxv) We are satisfied that the Annual Governance Statement (AGS) fairly reflects the Council's risk assurance and governance framework and we confirm that we are not aware of any significant risks that are not disclosed within the AGS.

## Narrative Report

- i) The disclosures within the Narrative Report fairly reflect our understanding of the group and parent Council's financial and operating performance over the period covered by the group and parent Council financial statements.

## Approval

The approval of this letter of representation was minuted by the Council's Audit Committee at its meeting on 30 July 2018.

Yours faithfully

Name:.....

Position: Corporate Director, Finance & Governance

Date: 30 July 2018

Name.....

Position: Chair of Audit Committee

Date: 30 July 2018

## Signed on behalf of the Governing Body

Yours Sincerely

Clive Heaphy  
Corporate Director, Finance & Governance

**Finance & Governance**  
P.O. Box 16306  
10 Woodcock Street  
Aston  
Birmingham. B2 2XR

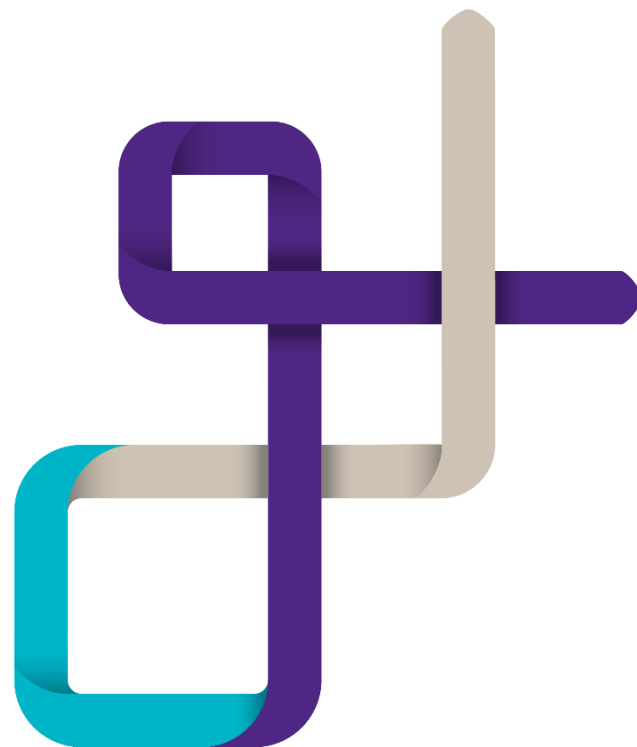
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# Audit Findings

*Year ending 31 March 2018*

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Birmingham City Council  
30 July 2018



# Contents



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**Appendices**

- A. Action plan
- B. Follow up of prior year recommendations
- C. Audit adjustments
- D. Fees
- E. Audit Opinion

The contents of this report relate only to those matters which came to our attention during the conduct of our normal audit procedures which are designed for the purpose of expressing our opinion on the financial statements. Our audit is not designed to test all internal controls or identify all areas of control weakness. However, where, as part of our testing, we identify control weaknesses, we will report these to you. In consequence, our work cannot be relied upon to disclose all defalcations or other irregularities, or to include all possible improvements in internal control that a more extensive special examination might identify. This report has been prepared solely for your benefit and should not be quoted in whole or in part without our prior written consent. We do not accept any responsibility for any loss occasioned to any third party acting, or refraining from acting on the basis of the content of this report, as this report was not prepared for, nor intended for, any other purpose.

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# Headlines

This table summarises the key issues arising from the statutory audit of Birmingham City Council ('the Council') and the preparation of the group and Council's financial statements for the year ended 31 March 2018 for those charged with governance.

<b>Financial Statements</b>	<p>Under the International Standards of Auditing (UK) (ISAs), we are required to report whether, in our opinion:</p> <ul style="list-style-type: none"><li>the group and Council's financial statements give a true and fair view of the group and Council's financial position and of the group and Council's expenditure and income for the year, and</li><li>have been properly prepared in accordance with the CIPFA/LASAAC code of practice on local authority accounting and prepared in accordance with the Local Audit and Accountability Act 2014.</li></ul> <p>We are also required to report whether other information published together with the audited financial statements (including the Statement of Accounts, Annual Governance Statement (AGS) and Narrative Report), is materially inconsistent with the financial statements or our knowledge obtained in the audit or otherwise appears to be materially misstated.</p>	<p>Our audit work was completed on site during June and July. Our findings are summarised on pages 4 to 24. We have identified four adjustments to the financial statements that have resulted in a £97m adjustment to Total Comprehensive Income. The audit adjustment is detailed in Appendix C. We have also raised recommendations for management as a result of our audit work in Appendix A. Our follow up of recommendations from the prior year's audit are detailed in Appendix B.</p> <p>Subject to receipt of the management representation letter, we anticipate issuing an unqualified audit opinion following the Audit Committee meeting on 30 July 2018, as detailed in Appendix E.</p> <p>We have concluded that the other information published with the financial statements, which includes the Statement of Accounts, AGS and Narrative Report, are consistent with our knowledge of your organisation and with the financial statements we have audited.</p> <p>Although we are not proposing to report any AGS issues in our audit report, we bring the following point to your attention:</p> <ul style="list-style-type: none"><li>Management of schools has not been included as a significant governance issue in this year's AGS due to it being removed from the Council's risk register in response to the enhanced governance arrangements. Although we are not challenging this assessment we are proposing to qualify our value for money conclusion due to ongoing governance issues identified by internal audit's reviews of schools.</li></ul>
<b>Value for Money arrangements</b>	<p>Under the National Audit Office (NAO) Code of Audit Practice ('the Code'), we are required to report whether, in our opinion:</p> <ul style="list-style-type: none"><li>the Council has made proper arrangements to secure economy, efficiency and effectiveness in its use of resources ('the value for money (VFM) conclusion')</li></ul>	<p>We have completed our risk based review of the Council's value for money arrangements. We have concluded that Birmingham City Council does not have proper arrangements to secure economy, efficiency and effectiveness in its use of resources.</p> <p>We therefore anticipate issuing an adverse value for money conclusion, as detailed in Appendix E. Our findings are summarised on pages 26 to 33.</p>
<b>Statutory duties</b>	<p>The Local Audit and Accountability Act 2014 ('the Act') also requires us to:</p> <ul style="list-style-type: none"><li>report to you if we have applied any of the additional powers and duties ascribed to us under the Act; and</li><li>certify the closure of the audit</li></ul>	<p>We have issued our Statutory Recommendation under section 24 of the Local Audit and Accountability Act 2014. Further details are included on pages 5 to 11 of this report.</p> <p>We do not expect to be able to certify the conclusion of the audit until:</p> <ul style="list-style-type: none"><li>we have completed our consideration of the one remaining objection brought to our attention in 2016/17 under Section 27 of the Local Audit and Accountability Act 2014; and</li><li>we have completed the necessary work to issue our Whole of Government Accounts (WGA) Component Assurance statement for the year ended 31 March 2018.</li></ul>

## Acknowledgements

We would like to take this opportunity to record our appreciation for the assistance provided by the finance team and other staff during our audit.

# Summary

## Overview of the scope of our audit

This Audit Findings presents the observations arising from our audit that are significant to the responsibility of those charged with governance to oversee the financial reporting process, as required by International Standard on Auditing (UK) 260 and the Code. Its contents have been discussed with management. As auditor we are responsible for performing the audit, in accordance with International Standards on Auditing (UK), which is directed towards forming and expressing an opinion on the financial statements that have been prepared by management with the oversight of those charged with governance. The audit of the financial statements does not relieve management or those charged with governance of their responsibilities for the preparation of the financial statements.

## Audit approach

Our audit approach was based on a thorough understanding of the Council's business and is risk based, and in particular included:

- An evaluation of the components of the group based on a measure of materiality considering each as a percentage of total group assets and revenues to assess the significance of the component and to determine the planned audit response. From this evaluation we determined that a targeted audit response was required for Birmingham City Propco Ltd and PETPS (Birmingham) Pension Funding Scottish Limited Partnership as they were new companies set up in the 2017/18 year. An analytical approach was required for all other components.
- An evaluation of the group's internal controls environment including its IT systems and controls; and
- Substantive testing on significant transactions and material account balances, including the procedures outlined in this report in relation to the key audit risks.

## Conclusion

We have substantially completed our audit of your financial statements and subject to outstanding queries being resolved, we anticipate issuing an unqualified audit opinion following the Audit Committee meeting on 30 July 2018, as detailed in Appendix E. These outstanding items include:

- receipt of management representation letter;
- reviewing the final version of the financial statements.

## Key audit findings

The key messages arising from our audit of the Council's financial statements are as follows.

We received a good quality set of financial statements on 31 May in line with the statutory deadline. The working papers supporting the accounts have been fit for purpose and we appreciate the support that the Finance Team have given us throughout the audit.

Our audit has identified four adjusted errors. Further details are provided in Appendix C.

Our audit has not identified any unadjusted errors.

We are planning to issue an unqualified opinion on the financial statements. Our enhanced audit report will include an Emphasis of Matter paragraph in relation to the disclosure of the uncertainties surrounding the volume and timing of any future equal pay claims.

We are planning to issue a qualified 'adverse' Value for Money (VfM) conclusion. This is because the weaknesses in arrangements which we have identified, are both significant in terms of their impact and numerous in terms of the number of different aspects of proper arrangements affected, that we are unable to satisfy ourselves that the Council has proper arrangements to secure VfM:

- Budget Delivery and Reserves Management, as well as savings proposals (including the principles of the Future Operating Model) and Equal Pay: due to the significant use of reserves in 2017/18, the planned use of £30.5m of Corporate Reserves in 2018/19, the failure to deliver all of the planned savings in 2017/18 and the £9.1m of savings identified as not deliverable in 2018/19 as reported by the Council at Month 3;
- Improvement Panel ('the Panel'): the Council is working collaboratively with the Panel, but needs to address the issues highlighted in its Improvement Stocktake Report;
- Services for Vulnerable Children: although Ofsted has acknowledged improvement following its most recent monitoring visits, the Council is still rated as 'inadequate'; and
- Management of Schools: Ofsted has identified some improvements in arrangements but Internal Audit reports suggest weaknesses in financial and other controls at 52% of schools visited.

Whilst we have not qualified our VfM conclusion in relation to the Commonwealth Games, we do recognise that a significant level of funding has not yet been received by the Council and there is a risk that hosting the games will impact upon the Council's future financial sustainability if it is not adequately managed.

# Statutory Recommendation

## Recommendation made under Section 24 of the Local Audit and Accountability Act 2014 ('the Act')

The Council needs to:

### Finance

- Deliver its savings plans in 2018/19, in particular by identifying alternatives where existing plans are not deliverable, to mitigate the impact of the combined savings and budget pressure risks.
- Develop a realistic medium term financial plan for 2019/20 to 2021/22 which incorporates realistic and detailed savings plans and takes account of key budget and service risks.
- Ensure that it maintains an adequate level of reserves to mitigate the impact of budget risks, in particular one-off risks such as the Commonwealth Games and Equal Pay.

### Transparency and Governance

- Ensure that its financial monitoring and budget reports are clear, transparent, and timely particularly in relation to the use of reserves, whether in-year or at year-end.
- Report governance failures and emerging issues promptly and clearly to Members and local citizens.

### Subsidiary Bodies

- Ensure that appropriate arrangements are implemented in relation to the Council's subsidiary bodies, including regular financial reporting and appropriate Council nominees on subsidiary body boards, to ensure that emerging risks are monitored, reported and managed promptly.

### Place Directorate

- Ensure that robust management and governance arrangements are put in place within the Place Directorate, particularly to ensure effective oversight of the Waste Service, to ensure that it delivers its financial and service objectives.

## Our responsibilities

As well as our responsibilities to give an opinion on the financial statements and assess the arrangements for securing economy, efficiency and effectiveness in the Council's use of resources, we have additional powers and duties under the Act. These include powers to issue a public interest report, make a written recommendation, apply to the Court for a declaration that an item of account is contrary to law, and to give electors the opportunity to raise questions about the Council's accounts and to raise objections received in relation to the accounts.

We have concluded that it is appropriate for us to use our powers to make a written recommendation under Section 24 of the Act due to the Council's current and forecast financial position.



# Statutory Recommendation (continued)

## Reasons for making the recommendation

We included a statutory recommendation in October 2016 under Section 24 of the Local Audit and Accountability Act 2014 ('Section 24') in our 2015/16 Annual Audit Letter relating to the adequacy of budgetary arrangements. The recommendation stated that the Council needed 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 on non-delivery of savings plans in 2016/17;
  - ensuring that all savings plans are assessed for both lead time to implement and delivery risk; and
- re-assess the impact of the combined savings and budget pressure risks on the planned use of reserves for 2016/17 and the impact of this on the reserves position from 2017/18 onwards."

This recommendation and the Council's formal response were considered at the Council meeting on 10 January 2017.

We have now concluded that little progress has been made to 31 March 2018 in delivering against the recommendations. In addition, we have significant concerns about other areas of the Council's performance. Accordingly we now consider it appropriate to make further recommendations under the Act.

It is encouraging that the Council's Improvement Stocktake Report published on 29 June 2018 recognises many of the weaknesses which our recommendation seeks to address. The Birmingham Independent Improvement Panel ('the Panel') has also commented on 29 June that whilst the Council has 'not sufficiently gripped' the improvement challenge set by the Kerslake report, it is now committed to doing so. The key, from our perspective, now, is to start to convert the good intentions into the improvements required.

## Finance

### Savings Plan delivery

The Council has failed to deliver planned savings targets since 2016/17. It reported a budget overspend of £29.8m in 2016/17, but only after applying £42.1m of corporate reserves as well as making use of capital receipts flexibility. This resulted in spend of £71.9m more than the resources available. A key reason for the overspend was the failure to deliver large ambitious savings programmes such as the Adult Care savings plan. In the 2016/17 Annual Audit Letter, we commented:

'The Council needs to continue to take action to manage the emerging trend of underdelivery of savings against plan to date, specifically to mitigate current Directorate plans which are not achieving anticipated savings targets, but also to ensure that further non-delivery of savings does not occur in other planned areas currently shown as on track...

...The events surrounding the waste strike have affected capacity to focus on corporate budget and governance monitoring. The officer and political leadership need to work together to ensure that the Council's financial stability remains a top priority. If the waste strike resumes, the additional expense arising will add to cost pressures.'

In 2017/18, the Council reported a net overspend of £4.9m after use of £63.1m of reserves (£42.2m of which were planned) plus £11.7m to fund pension guarantees. It is of concern that the Council has applied £116.9m of reserves in 2016/17 and 2017/18 to deliver a cumulative deficit of £35m. The use of reserves has therefore masked the Council's true position. If the Council had not applied any reserves over the last two years, it would have had to deliver £150m more in aggregate savings to achieve balance. It has effectively been running an annual deficit of £75m.

# Statutory Recommendation (continued)

Delivery of savings has proved an enduring problem. The Council continued to under-deliver planned savings in 2017/18, again, in part due to the failure to deliver large savings plans such as the Future Operating Model (FOM), which under delivered by £15.4m in 2017/18, an underdelivery which was to rise to £34.2m in future years. As noted in the 2016/17 Annual Audit Letter, the waste strike also diverted corporate focus from budget monitoring, but contributed significantly to the overall overspend of £17m.

2018/19 and beyond looks extremely challenging. The Council's medium-term financial plan provides for £52.9m of savings in 2018/19 after applying £30.5m of reserves. The month 3 budget monitoring report is forecasting a £17.9m overspend, comprising a base budget overspend of £10.1m and £9.1m of savings not deliverable, offset by £1.3m of accelerated efficiency targets. £10.8m of the £17.9m overspend relates to the Place Directorate, of which £5.3m relates to waste.

The Council is seeking to strengthen its monitoring processes and embed accountability for delivery of savings more strongly within Directorates. There will be, for instance, much stronger control over the use of reserves. This requires stronger working relationships between Finance and Service Directorates. It is imperative that the Council stays on track to deliver its budget in 2018/19 in order to:

- develop momentum
- avoid storing up problems for the future
- avoid further calls on reserves

The need to re-establish a track-record of savings delivery is important, not least as the cumulative savings requirement over the next few years is very demanding, rising from £88m by 2019/20 to £108m by 2020/21 and £117m by 2021/22. In the last two years savings delivery on that scale has proved unachievable. But without delivery of these ambitious savings plans, reserves will rapidly erode, which would leave the Council with insufficient financial resources to call upon, in the event of any budget contingencies arising.

Accordingly, we have therefore recommended that the Council needs to:

- **deliver its savings plans in 2018/19, in particular by identifying alternatives where existing plans are not deliverable, to mitigate the impact of the combined savings and budget pressure risks.**

## Medium Term Financial Plan (MTFP)

There are signs, however, that the Council's new management team, with a newly appointed Chief Executive and Corporate Director, Finance & Governance, and a newly elected political administration in place for four years, is starting to develop a more robust MTFP which is less dependent on the use of reserves to support budget delivery. Whilst the 2018/19 plan is reliant on £30.5m of reserves, the Council argues that this is a recognition that it needs time and capacity to transform its services.

Developing a realistic MTFP which is deliverable, and delivers, is important because it provides a map of how a significant savings requirement can be delivered over a period of time, which builds in adequate lead-times for major transformational initiatives, which are well-designed and owned by Service Directorates. The MTFP also needs to build in headroom to accommodate financial pressures arising from increase in service demand, legislative requirements or one-off risks. The Commonwealth Games and Equal Pay are only two of the potential financial pinch-points.

We have therefore recommended that the Council needs to:

- **develop a realistic medium term financial plan for 2019/20 to 2021/22 which incorporates realistic and detailed savings plans and takes account of key budget and service risks.**

# Statutory Recommendation (continued)

## Adequacy of Reserves

The 2017/18 statement of accounts show that the Council holds the following reserves:

- un-earmarked reserves: £170.4m ( including the £41.5m Organisational Transitional Reserve and £98.2m Financial Resilience Reserve);
- earmarked reserves: £302.9m;
- capital reserves: £427.4m; and
- ringfenced reserves: £69.2m.

The un-earmarked reserves are key to the Council's MTFP as they are available for general application rather than reserved for a specific purpose. The level of un-earmarked reserves has increased by £69.6m in 2017/18, largely due to:

- the Council's policy decision to change its Minimum Revenue Provision (MRP) policy, which generated an unplanned additional reserve of £98.2m; and
- the beneficial repayment of a provision no longer required in respect of NEC Pensions - £23.6m.

Without the MRP policy change, un-earmarked reserves would have totalled £72.2m. We wrote to the Corporate Director, Finance & Governance on 24 January 2018, noting that whilst the change in policy has resulted in an increase in reserves to support budget strategy, and is not unlawful, it also has the effect of pushing additional costs into future years. The Council argues that the arrangements are 'reasonable and prudent', in accordance with Government guidance, which states that it is for Councils to assess what is prudent according to their particular circumstances.

Whilst the Council's reserves, earmarked and un-earmarked, are not insubstantial, they should be viewed in the context of the financial risks it faces. Equal Pay remains a significant risk, whilst the Commonwealth Games, which represents a significant opportunity for the City and the region, nonetheless also presents financial risks. As of December 2017, the Council had committed to providing £30m in capital funds for the project, leaving a gap of around £44m revenue and £40m capital. Whilst this gap could narrow, it could also grow wider.

There are other potential financial risks relating to the Council's subsidiary bodies, which are referred to later. Additionally, any failure to deliver on planned savings over the next three years, could also lead to rapid depletion of reserves. A recent NAO report in March 2018 argued that many local authorities are relying on using their savings to fund local services and are overspending on services, which is not financially sustainable. For that reason, we have recommended that the Council needs to:

- **ensure that it maintains an adequate level of reserves to mitigate the impact of budget risks, in particular one-off risks such as the Commonwealth Games and Equal Pay.**

## Transparency and Governance

The Council has not been effective in the way that it reports:

- its financial position; and
- governance failures and emerging issues.

# Statutory Recommendation (continued)

The Council has not been transparent, in particular, in the way that it reports its financial position. In particular, the practice of applying reserves in-year (of itself unusual), rather than at year-end, has not been stated clearly at the start of in-year reports but has been lost in the detail. The Council's in-year monitoring reports have accordingly appeared to present a better financial picture than was in fact the case. This has made it difficult for Members, in particular, to establish the Council's true financial position.

The reported year-end overspend of £4.9m in 2017/18 appears a modest deficit, but was delivered through the application of £75m of reserves (£42m planned), a significant proportion of which were applied in-year. Had the reserves not been applied in-year, the emerging deficit reported in-year would have appeared substantially larger. The Council's new Management Team has now implemented more transparent reporting arrangements which explain more clearly the use of reserves. This is to be commended.

The Council also has a track record of not reporting governance failures effectively; whether relating to Equal Pay or the waste dispute. For instance, the additional costs arising from the waste dispute have not been published nor has any report on the lapses in governance, which contributed to the prolongation of the dispute, been produced. Whilst an independent investigation into the background of the waste dispute, including the conduct of the former Leader, has been commissioned, this is yet to be published, almost 12 months after the dispute commenced.

As external auditors, we have not always been made privy to emerging issues. In September 2016, the (then) budget forecast of a £50m deficit had not been discussed with us prior to the issue of the report. Similarly in August 2017, key information relating to Equal Pay, which led to the inclusion of an emphasis of matter within our audit report, had to be requested from the Council as it had not been disclosed to us.

There are again some encouraging signs that the new Management Team is being far more open with Members, the public and the external auditor. To assist the team further we have therefore recommended that the Council needs to:

- **ensure that its financial monitoring and budget reports are clear, transparent, and timely particularly in relation to the use of reserves, whether in-year or at year-end; and**
- **report governance failures and emerging issues promptly and clearly to Members and local citizens.**

## Subsidiary Bodies

In recent decades, the Council has created a number of companies with partners to deliver its services. The Council's Group Accounts disclose that it has seven subsidiaries, one associate company and one joint venture. Total net spend is of the order of £40m. The bodies are accordingly a key part of the Council's delivery mechanisms, but their activities have not always been transparent. In particular, their financial position and the Council's accountability for their liabilities has not been well understood or reported by the Council. The Council has therefore not always had sufficient accurate information upon which to make decisions relating to these entities in order to mitigate risk.

The new Corporate Director, Finance & Governance, has brought a greater rigour to the monitoring of the Council's subsidiaries and other entities. For instance, Acivico Ltd., has had a troubled financial and operational record in recent years, providing excellent services in some areas, and poorer services in other areas as measured by customer satisfaction surveys. The Council is currently considering ways to strengthen its governance and performance.

# Statutory Recommendation (continued)

However, governance arrangements have not been adequate to enable the Company's activities to be adequately monitored. For instance, the Council has not always had the most appropriate nominees sitting on the Company's Board and the Company's records and financial reporting have proved inadequate. This has resulted in recognition of £9.5m of pre-2018/19 accumulated losses and long-standing disputes. This has added further to the Council's overall spending pressures.

Acivico Ltd. is a 100% owned Council company and any losses and liabilities may fall to the Council. The Council is determined to exercise more effective control over the Company in future; for instance the Corporate Director, Finance & Governance will be an observer to the Board, and a number of changes have been made to the management and governance of the Company.

Acivico Ltd illustrates a wider issue about inadequacies in the Council's reporting of the financial and service performance of its subsidiary companies and other entities. For instance, the joint venture, Paradise Circus General Partner Limited, would appear to have incurred cost overruns on the project, but it is unclear at this stage whether this is a genuine overspend or is a result of re-phasing of the spend. Governance arrangements for identifying and reporting the overspend appear to have been inadequate. We have therefore recommended that the Council needs to:

- **ensure that appropriate arrangements are implemented in relation to the Council's subsidiary bodies, including regular financial reporting and Council representation on subsidiary body boards, to ensure that emerging risks are monitored, reported and managed promptly.**

## Place Directorate

The Place Directorate has experienced a turbulent year, best illustrated by the events associated with the waste dispute. The Directorate has also not managed its budget effectively and there have been significant failings in its governance arrangements.

In relation to the budget, the Month 3 budget report for 2018/19 shows that over half the Council's anticipated year-end overspend of £17.9m is accounted for by an expected overspend in the Place Directorate of £10.8m. The key pressure point for most metropolitan authorities is the social care budget, which is overwhelmingly demand-driven. It is relatively unusual for the key financial challenges to relate to place-based services. This is an indication that things have gone badly wrong at Birmingham in this regard.

The Month three budget report explains that the Place Directorate financial pressures include the following:

- £5.3m relating to Waste Services and £3.5m relating to other assorted service pressures across the Directorate;
- a forecast £0.7m overspend on Markets; and
- further projected overspends of £0.4m relating to Housing Options and £0.9m relating to pension strain and other Directorate wide pressures.

The Month three report notes that there are no firm plans identified to mitigate the base pressures and non-delivery of savings. It is clear that budget accountability has not been operating effectively within the Place Directorate, which indicates a lack of leadership.

Whilst overspends have been identified across the Directorate, the Waste Service has been a focal point of the financial problems that the Directorate has experienced, with its origins in the waste dispute.

## Statutory Recommendation (continued)

We noted in the 2017/18 Annual Audit letter that the events leading to the strike being suspended on 16 August 2017, then re-instated on 1 September 2017 when 106 workers were handed their redundancy notices:

‘did not serve to enhance confidence in the Council’s systems of governance...  
..Members will recall that a key strand of the Kerslake report related to the need to re-set member-officer relations. It is of concern that initial improvements in this area may not have been sustained.’

The action was suspended on 20 September 2017 when Unite won an injunction blocking the proposed redundancies. A full court hearing took place in November 2017. The Council’s June 2018 Stocktake Report quotes the Judge’s criticisms of the conduct of the waste dispute, in particular as they related to member-officer relations and local disagreements about role definitions. The Judge noted that, ‘neither party (officers or members) comes out of this sorry saga with any credit at all.’

The Court ordered the re-instatement of the dismissed workers but also the immediate implementation of the proposed revised working arrangements, incorporating in particular, a move to five day working. Whilst the dismissed workers were reinstated in different roles in January 2018, the revised working arrangements have yet to be introduced, and September 2018 appears to be the earliest date for their implementation.

The waste strike and the failure to introduce revised working arrangements have given rise to significant budget pressures in both 2017/18 and 2018/19. In our Annual Audit Letter dated October 2017 we noted that additional costs in 2017/18 were running at £0.3m per week, but the true additional cost of the waste strike has not yet been reported.

We understand that in recent months, invoices totalling £1.6m have been submitted to the Council in respect of the costs of private contractors, who were hired to deliver waste rounds during the strike. This work does not appear to have been properly authorised and was accordingly not recognised in 2017/18 budget monitoring reports. This represents a significant failing in financial governance which the Council is seeking to get to the bottom of.

The Council is now seeking to get a grip on the managerial and operational delivery of the Directorate. This work needs considerable impetus and urgency of attention. Accordingly we have recommended that the Council now needs to:

- **ensure that robust management and governance arrangements are put in place within the Place Directorate, particularly to ensure effective oversight of the waste service, to ensure that it delivers its financial and service objectives.**

### What does the Council need to do next?

The Act requires the Council to:

- consider our 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.

Following the meeting the Council needs to notify us, as the Council auditors, of its decisions and publish a notice containing a summary of its decisions which have been approved by us.

# Other considerations

## Key audit findings (continued)

### **Paradise Circus Limited Partnership Joint Venture**

We have considered whether the Council should disclose a contingent liability in relation to cost overruns in relation to its joint venture. The Council as Accountable Body has provided loan finance for the scheme which, it is intended, will be repaid by the uplift in Business Rates generated by the development. Given that Phase 1 of the project is complete and a number of the offices developed, have been let, the Council considers that its loan finance will be covered by the Business rates generated. The movement to Phase 2 is expected to be agreed by the Enterprise Zone Board in September 2018.

The Council does not consider that any liability arises in its role as Accountable Body, as its loan finance will be covered by the Business Rates uplift, and it does not therefore consider that a contingent liability is appropriate.

We have had access to documentation, which does not suggest at this stage that any liability exists which would not be covered by the uplift in Business Rates. Accordingly we are not minded to challenge the Council's view. However all projects are dynamic in nature and there is inherent risk in all business assumptions. We will therefore continue to monitor the progress of the project.



# Materiality

## Our approach to materiality

The concept of materiality is fundamental to the preparation of the financial statements and the audit process and applies not only to the monetary misstatements but also to disclosure requirements and adherence to acceptable accounting practice and applicable law.

Materiality calculations remains the same as reported in our audit plan. We detail in the table below our assessment of materiality for Birmingham City Council.

	Group Amount (£)	Council Amount (£)	Qualitative factors considered
Materiality for the financial statements	£43,830,000	£43,575,000	We decided that gross total cost of services expenditure in year was the most appropriate benchmark. Given the increasing level of public interest in the Council's activities during a sustained period of cost-cutting and efficiency measures we consider that it is appropriate to set the percentage applied at 1.5%.
Performance materiality	£32,873,000	£32,681,000	We have not previously identified significant control deficiencies as a result of our audit work and there were no material misstatements in the 2016/17 draft accounts. We decided that performance materiality of 75% of materiality is an appropriate level.
Trivial matters	£2,191,000	£2,178,000	Our trivial threshold has been calculated as 5% of materiality. We will report any errors over this threshold to those charged within governance within this report.
Materiality for specific transactions, balances or disclosures	£100,000	£100,000	We have identified senior officers remuneration (including exit packages for senior officers) as a sensitive item and set a lower materiality of £100,000 for testing these items based on the fact that we consider the disclosures to be sensitive and of specific interest to the reader of the financial statements.



# Going concern

### Our responsibility

As auditors, we are required to “obtain sufficient appropriate audit evidence about the appropriateness of management's use of the going concern assumption in the preparation and presentation of the financial statements and to conclude whether there is a material uncertainty about the entity's ability to continue as a going concern” (ISA (UK) 570).

### Going concern commentary

#### Management's assessment process

Management assess that the Council will continue as a going concern. Whilst facing significant financial pressures in common with the rest of the public sector the Council has used reserves to balance its budget in 2017/18 and will require a further £30.5m of reserves to balance the 2018/19 budget.

#### Auditor commentary

- Management has documented the basis of their judgement, presented this to the Audit Committee within our “Informing the Risk Assessment” report and the Audit Committee has endorsed it.
- Management’s assessment of use of going concern basis of accounting is that it is appropriate because “Local Authorities are required by the Code of Practice on Local Authority Accounting 2017/18 to prepare their accounts on the going concern basis, that is that the functions of the Council will continue in operational existence for the foreseeable future, as it can only be discontinued as a result of statutory prescription.”

#### Work performed

Detail audit work performed on managements assessment

#### Auditor commentary

- We performed the following audit procedures:
- Discussions with management about the Council's current and future financial plans;
  - Considered whether the results of our audit procedures indicate the existence of going concern events or conditions which may cast significant doubt on the entity's ability to continue as a going concern;
  - Review of managements assessment of the going concern assumption and supporting information; and
  - Review of the disclosures included within Note 2 of the financial statements (Critical Judgements in Applying Accounting Policies).

#### Concluding comments

#### Auditor commentary

- Whilst we acknowledge that the Council faces significant financial pressures we have concluded that the going concern basis of accounting is appropriate for the Council and our audit report is unmodified in relation to going concern.

# Significant audit risks

Risks identified in our Audit Plan		Commentary
1	<p><b>Improper revenue recognition</b></p> <p>Under ISA 240 (UK) there is a presumed risk that revenue may be misstated due to the improper recognition of revenue. This presumption can be rebutted if the auditor concludes that there is no risk of material misstatement due to fraud relating to revenue recognition.</p>	<p><b>Auditor commentary</b></p> <p>Having considered the risk factors set out in ISA240 and the nature of the revenue streams at the Council, we have determined that the risk of fraud arising from revenue recognition can be rebutted, because:</p> <ul style="list-style-type: none"><li>• there is little incentive to manipulate revenue recognition;</li><li>• opportunities to manipulate revenue recognition are very limited; and</li><li>• the culture and ethical frameworks of local authorities, including Birmingham City Council, mean that all forms of fraud are seen as unacceptable.</li></ul> <p>Therefore we do not consider this to be a significant risk for Birmingham City Council.</p>
2	<p><b>Management override of controls</b></p> <p>Under ISA 240 (UK) there is a non-rebuttable presumed risk that the risk of management over-ride of controls is present in all entities. The Council faces external scrutiny of its spending, and this could potentially place management under undue pressure in terms of how they report performance.</p> <p>Management over-ride of controls is a risk requiring special audit consideration.</p>	<p><b>Auditor commentary</b></p> <p>As part of our audit procedures we have:</p> <ul style="list-style-type: none"><li>• updated our review of the control environment for the preparation and authorisation of journal entries and performed a walkthrough of the controls;</li><li>• tested the completeness of the journal listing;</li><li>• analysed the journals listing to identify any unusual changes in volume or value of journals;</li><li>• identified and selected journals which we deemed to be high risk or unusual;</li><li>• tested all high risk journals and obtained managements explanations and corroborating evidence; and</li><li>• reviewed management estimates and critical judgements by challenging assumptions, verifying completeness and accuracy of source date and checking calculations.</li></ul> <p><b>Our audit work did not identify any issues that we wish to bring to your attention.</b></p>

# Significant audit risks (continued)

Risks identified in our Audit Plan	Commentary
<div data-bbox="68 291 99 325">3</div> <b data-bbox="138 287 499 339">Valuation of property, plant and equipment</b> <p data-bbox="138 344 567 539">The Council revalues its land and buildings on a rolling five year programme to ensure that carrying value is not materially different from fair value. This represents a significant estimate by management in the financial statements.</p> <p data-bbox="138 572 567 768">We identified the valuation of land and buildings (specifically council dwellings, other land and buildings and surplus assets) revaluations and impairments as a risk requiring special audit consideration and a key audit matter for the audit.</p>	<b data-bbox="582 287 816 311">Auditor commentary</b> <p data-bbox="582 325 2013 411">On receipt of the draft financial statements we identified that impairment was not material to the financial statements. We have considered the appropriateness of management's consideration of possible impairments but have derecognised this particular element as a significant risk requiring special audit consideration.</p> <p data-bbox="582 425 1011 449">As part of our audit procedures we have:</p> <ul data-bbox="582 454 2013 792" style="list-style-type: none"><li>• updated our understanding of the processes put in place by management to ensure that revaluation measurements are correct and evaluating the design of the associated controls;</li><li>• evaluated management's processes and assumptions for the calculation of the estimate, the instructions issued to valuation experts and the scope of their work;</li><li>• evaluated the competence, capabilities and objectivity of the valuation expert (the valuer);</li><li>• discussed with the valuer the basis on which the valuation was carried out;</li><li>• challenged the information and assumptions used by the valuer to ensure completeness and consistency with our understanding;</li><li>• tested revaluations made during the year to ensure they were input correctly into the Council's asset register and correctly reflected in the financial statements; and</li><li>• evaluated the assumptions made by management for those assets either revalued at the start of the financial year or not revalued during the year to determine how management has satisfied themselves that the current values (or fair values for surplus assets) at the year-end are not materially different to the carrying values per the financial statements.</li></ul> <p data-bbox="582 821 1645 845">We have identified two adjustments from our work on the valuation of property, plant and equipment:</p> <p data-bbox="582 878 1955 963">Firstly, we identified a £50.3m credit to the HRA Income and Expenditure Statement relating to depreciation incorrectly reversed through the CIES on revaluation. This had no impact on net book value and has been corrected in the final version of the financial statements.</p> <p data-bbox="582 992 1955 1049">We also identified an error relating to accounting for the revaluation of council dwellings due to a formula error in the HRA working papers. The effect of this was an understatement of the net book value of council dwellings by £97.1m.</p> <p data-bbox="582 1078 1361 1102">Further details of these audit adjustments are included within Appendix C.</p> <p data-bbox="582 1135 2003 1192"><b>Other than the points noted above which have no impact on our audit opinion, our audit work did not identify any issues that we wish to bring to your attention.</b></p>

# Significant audit risks (continued)

Risks identified in our Audit Plan	Commentary
<p><b>4</b> <b>Valuation of pension fund net liability</b></p> <p>The Council's pension fund asset and liability as reflected in its balance sheet represent a significant estimate in the financial statements.</p> <p>We identified the valuation of the pension fund net liability as a risk requiring special audit consideration and a key audit matter for the audit.</p>	<p><b>Auditor commentary</b></p> <p>As part of our audit procedures we have:</p> <ul style="list-style-type: none"><li>• gained an understanding of the processes and controls put in place by management to ensure that the Council's pension fund net liability was not materially misstated and evaluating the design of the associated controls;</li><li>• tested the appropriateness of data provided for the purposes of the IAS19 actuarial valuation;</li><li>• evaluated the competence, capabilities and objectivity of the actuary who carried out the Council's pension fund valuation;</li><li>• tested the consistency of the pension fund asset and liability and disclosures in the notes to the core financial statements with the actuarial report from the actuary; and</li><li>• undertaken procedures to confirm the reasonableness of the actuarial assumptions made by reviewing the report of the consulting actuary (as auditor's expert) and performing any additional procedures suggested within the report.</li></ul> <p><b>Our audit work did not identify any issues that we wish to bring to your attention.</b></p>
<p><b>5</b> <b>Valuation of equal pay provision</b></p> <p>Under ISA 540 (Auditing Accounting Estimates, including Fair Value Accounting Estimates and Related Disclosures), the auditor is required to make a judgement as to whether any accounting estimate with a high degree of estimation uncertainty gives rise to a significant risk.</p> <p>We identified the valuation of the equal pay provision as a risk requiring special audit consideration.</p>	<p><b>Auditor commentary</b></p> <p>As part of our audit procedures we have:</p> <ul style="list-style-type: none"><li>• updated our documentation of the process and undertaken a walkthrough of the controls in place to estimate the equal pay provision;</li><li>• reviewed the assumptions on which the equal pay provision estimated was based;</li><li>• considered the events or conditions that could have changed the basis of estimation;</li><li>• reperformed the calculation to the estimate;</li><li>• checked that the estimate has been determined and recognised in accordance with accounting standards;</li><li>• determined how management assessed the estimation uncertainty; and</li><li>• considered the impact of any subsequent transactions or events.</li></ul> <p>The impact of claims received since 31 March 2018 was also assessed. New claims received between February and June totalled £8m. The Council has not amended for this finding. We concluded that there was not a risk of material misstatement of the provision by not including these claims in the estimation.</p> <p>From our testing we identified that the classification between 'additional provisions' and 'unused amount reversed' required amending. Detail of this disclosure amendment are included in Appendix A.</p> <p><b>Other than the points noted above which have been amended, our audit work did not identify any issues that we wish to bring to your attention.</b></p>

# Reasonably possible audit risks

Risks identified in our Audit Plan		Commentary
1	<b>Employee remuneration</b> Payroll expenditure represents a significant percentage (approximately 30%) of the Council's operating expenses.  As the payroll expenditure comes from a number of individual transactions there is a risk that payroll expenditure in the accounts could be understated. We therefore identified completeness of payroll expenses as a risk requiring particular audit attention	<b>Auditor commentary</b>  We have undertaken the following work in relation to this risk: <ul style="list-style-type: none"><li>evaluated the Council's accounting policy for recognition of payroll expenditure for appropriateness;</li><li>gained an understanding of the Council's system for accounting for payroll expenditure and evaluated the design of the associated controls;</li><li>obtained year-end payroll reconciliation, ensured the amount in the accounts could be reconciled to the ledger and through to payroll reports, and investigated significant adjusting items;</li><li>agreed payroll related accruals (e.g. unpaid leave accrual) to supporting documents and reviewed any estimates for reasonableness; and</li><li>completed substantive analytical procedures on 12 months of payroll data and investigated any variances outside of our 'acceptable range'.</li></ul> Our testing identified one member of staff who resigned in June 2017, but the resignation form was not signed until October 2017. Although we are satisfied the amount recognised within employee costs is correct we have identified a control weakness and more detail has been provided within Appendix A.  <b>Other than the control weakness identified above which has no impact on our audit opinion, our audit work did not identify any issues that we wish to bring to your attention.</b>
	<b>Operating expenses</b> Non-pay expenses on other goods and services also represents a significant percentage (approximately 50%) of the Council's operating expenses. Management uses judgement to estimate accruals of un-invoiced costs.  We identified completeness of non-pay expenses as a risk requiring particular audit attention:	<b>Auditor commentary</b>  We have undertaken the following work in relation to this risk: <ul style="list-style-type: none"><li>evaluated the Council's accounting policy for recognition of non-pay expenditure for appropriateness;</li><li>gained an understanding of the Council's system for accounting for non-pay expenditure and evaluated the design of the associated controls;</li><li>documented the accrual process and the controls management has put in place. We challenged any key underlying assumptions, the appropriateness of the source of data used and the basis for calculations; and</li><li>obtained a listing of non-pay payments made in April, and tested a non-statistical sample of transactions to ensure that they have been charged to the appropriate year.</li></ul> <b>Our audit work did not identify any issues that impact upon our audit opinion.</b>  However, we were made aware of a number of waste invoices relating to services provided 2017 which had not been recorded in the financial statement. Whilst the values involved are immaterial to our audit we have raised a control weakness and recommendation within Appendix A.


# Reasonably possible audit risks (continued)

Risks identified in our Audit Plan		Commentary
3	<b>Property, plant and equipment - additions</b>	<b>Auditor commentary</b>
	The forecast capital spend for 2017/18 at the end of Q2 was £474.2m which represents a significant level of expenditure for the Council.	We have undertaken the following work in relation to this risk:
	As additions spend relates to a high number of individual transactions, including some complex projects, there is a risk that additions could be capitalised incorrectly.	<ul style="list-style-type: none"><li>gained an understanding of the Council's system for accounting for additions to property, plant and equipment and evaluate the design of the associated controls;</li><li>obtained a breakdown of additions and review for individually significant or unusual items to be tested; and</li><li>as the residual population was above tolerable error, we selected a sample of remaining additions and agreed to invoices, certificates or equivalent in order to confirm that the cost had been accurately recorded, that the asset belonged to the Council and that is had been correctly classified.</li></ul>
	We have therefore identified valuation of property, plant and equipment additions as a risk requiring particular audit attention.	<b>Our audit work did not identify any issues that we wish to bring to your attention.</b>

# Significant findings arising from the group audit

Findings	Group audit impact
<ul style="list-style-type: none"><li>In our audit plan we reported that we intended to take an analytical approach to all components other than the parent Council. In the course of our audit we identified that an analytical approach would not be appropriate for Birmingham Propco Limited and PETPS (Birmingham) Pension Funding Scottish Limited Partnership due to the fact that these entities are both new for 2017/18. We therefore carried out targeted procedures on key balances and transactions for these entities.</li></ul>	<ul style="list-style-type: none"><li>We carried out targeted procedures on key balances and transactions for new subsidiaries. This reflects a change to our audit plan.</li><li>No issues identified from our work.</li></ul>
<ul style="list-style-type: none"><li>We identified one audit adjustment from our work on the group consolidation relating to intra-group eliminations between the Council and Innovation Birmingham.</li></ul>	<ul style="list-style-type: none"><li>The accounts have been amended to correct this error. See page 43 for details.</li></ul>
<ul style="list-style-type: none"><li>As in previous years, group accounts have been produced from unaudited accounts for all group entities included in the consolidated Balance Sheet. Audited accounts are received by the finance team throughout the audit process but to date these have only been received for InReach. Due to information delay management accounts have been used to consolidate 4 out of the 7 subsidiaries and 1 of the 2 associates.</li></ul>	<ul style="list-style-type: none"><li>Due to the relative scale of the subsidiaries compared to the Group, we have not identified a material risk in the course of our work from the use of unaudited and management accounts. However the Audit Committee needs assurance that group entities provide sufficient information by the end of April to ensure materially accurate group accounts can be produced.</li></ul>
<ul style="list-style-type: none"><li>The Council has taken the option in IAS 7 to present cash flows relating to investing and borrowing activities on a net basis for cash receipts and payments for items in which the turnover is quick, the amounts are large, and the maturities are short.</li></ul>	<ul style="list-style-type: none"><li>For the Council, the gross receipts and payments are shown in Notes 36 and 37 so we are satisfied this is disclosed appropriately elsewhere in the accounts. However we have not been able to verify that the definition within IAS 7 applies to all such receipts and payments for subsidiary companies.</li></ul>

# Accounting policies


Accounting area	Summary of policy	Comments	Assessment
Revenue recognition	<p>The Council has adopted the following revenue recognition policy:</p> <ul style="list-style-type: none"> <li>• Service activity is accounted for in the year it takes place, not simply when cash payments are made or received;</li> <li>• Revenue from the sale of goods is recognised when the Council transfers the significant risks and rewards of ownership to the purchaser and it is probable that economic benefits or service potential associated with the transaction will flow to the Council;</li> <li>• Revenue from the provision of services is recognised when the Council can reliably measure the percentage of completion of the transaction and it is probable that economic benefits or service potential associated with the transaction will flow to the Council;</li> <li>• Supplies are recorded as expenditure when they are consumed – where there is a gap between the date supplies are received and their consumption, they are carried as inventories on the Balance Sheet, for example, fuel and transport parts;</li> <li>• Interest receivable on investments is accounted for as income on the basis of the effective interest rate for the relevant financial instrument rather than the cash flows fixed or determined by the contract;</li> <li>• When income has been recognised but cash has not been received, a debtor for the relevant amount is recorded in the Balance Sheet. Where debts may not be settled, the balance of debtors is written down and a charge made to revenue for the income that might not be collected.</li> </ul> <p>The Council has based its general accruals on the difference between the forecast revenue outturn for the year and the actual income/expenditure recorded by 31 March. Specific accruals are included for material items and for items relating to:</p> <ul style="list-style-type: none"> <li>• Statutory accounts, for example, the Collection Fund, Precepts;</li> <li>• Grants received by the Council that are conditional on expenditure within the year.</li> </ul> <p>This is intended to improve the efficiency of the final accounts process in order that earlier closedown deadlines can be achieved.</p>	<p>We are satisfied that the Council's disclosure note on revenue recognition is adequate, appropriate and is consistent with the requirements of the CIPFA Code.</p>	 <b>Green</b>

## Assessment

- Red - Marginal accounting policy which could potentially be open to challenge by regulators
- Amber - Accounting policy appropriate but scope for improved disclosure
- Green - Accounting policy appropriate and disclosures sufficient





# Accounting policies (continued)

Accounting area	Summary of policy	Comments	Assessment
<b>Judgements and estimates</b>	<p>Key estimates and judgements include:</p> <ul style="list-style-type: none"> <li>• Required level of provisions, specifically with respect to equal pay liabilities and business rates valuation appeals;</li> <li>• The valuation and remaining useful life of Property Plant and Equipment;</li> <li>• Assessment of PFI schemes and other arrangements as to whether they fall within the scope of IFRIC 12;</li> <li>• Valuation of long term liabilities for PFI and leasing;</li> <li>• Valuation of pension fund net liability;</li> <li>• Estimate of provision required for bad debts.</li> </ul>	<p>Our findings from our review of judgements and estimates are set out below:</p> <p>We have reviewed the Council's accounting policies with regard to judgements and estimates and are satisfied that they are appropriate and in accordance with the recommendations of the CIPFA Code.</p> <p>Note 32 Provisions includes:</p> <ul style="list-style-type: none"> <li>• A £152m provision for the payment of Equal Pay claims. The Council recognises equal pay claims and estimates the potential cost when they are received. The impact of claims received between February 2018 and June 2018 were also assessed and totalled £8m. The Council has not amended for this as it is immaterial to the financial statements.</li> <li>• We concluded that there was not a risk of material estimation uncertainty from not including these claims in the provision.</li> </ul> <p>We are satisfied that the Council's judgement and estimation in relation to Equal Pay is adequate and is consistent with the requirements of the CIPFA Code.</p> <ul style="list-style-type: none"> <li>• A £35m provision for business rates valuation appeals. The settlement of business rates valuation appeals is determined by the Valuation Office Agency (VOA). We reviewed the Council's approach to estimating its provision including its consideration of the impact of the settlement of appeals since the Balance Sheet date.</li> </ul> <p>We are satisfied that the estimate has been made on a reasonable basis.</p> <p>We note that the Council has made judgements regarding the sale of leases of two hotel sites from the Council to Propco (Birmingham) Ltd. on 125 year leases, which have been treated as finance leases for both the buildings and the land elements of the leases. We are satisfied that the fair value of the lease assigned to Propco (Birmingham) Ltd is not material, therefore, we have not challenged the recognition of a capital receipt.</p>	 <b>Green</b>

## Assessment

- Red - Marginal accounting policy which could potentially be open to challenge by regulators
- Amber - Accounting policy appropriate but scope for improved disclosure
- Green - Accounting policy appropriate and disclosures sufficient

# Accounting policies (continued)

Accounting area	Summary of policy	Comments	Assessment
Judgements and estimates (continued)		<p>The Council's estimated net pension liability reduced by £283m compared to the 2016/17 balance sheet. This change is largely due to the increase in the fair value of assets in the pension scheme.</p> <p>As reported in previous years, although the Council does not accurately classify housing benefit debtors between short and long term we are satisfied that this would not lead to a material misstatement in the financial statements. However, we recommend that the estimation of debt to be received after the year end should accurately reflect the time collection period.</p> <p>We also note that the CIES prior year restatement was estimated on an apportionment basis using the 2017/18 proportions. We have undertaken audit procedures to satisfy ourselves that the estimate is not materially misstated.</p>	<div></div> <div>Green</div>
Other critical policies		<p>We have reviewed the Council's policies against the requirements of the CIPFA Code of Practice. The Council's accounting policies are appropriate and consistent with previous years.</p>	<div></div> <div>Green</div>

**Assessment**

- Red - Marginal accounting policy which could potentially be open to challenge by regulators
- Amber - Accounting policy appropriate but scope for improved disclosure
- Green - Accounting policy appropriate and disclosures sufficient

# Other communication requirements

We set out below details of other matters which we, as auditors, are required by auditing standards and the Code to communicate to those charged with governance.

	Issue	Commentary
1	<b>Matters in relation to fraud</b>	<ul style="list-style-type: none"> <li>We have previously discussed the risk of fraud with the Audit Committee. We have not been made aware of any incidents in the period and no issues have been identified during the course of our audit procedures.</li> </ul>
2	<b>Matters in relation to related parties</b>	<ul style="list-style-type: none"> <li>We are not aware of any related parties or related party transactions which have not been disclosed.</li> </ul>
3	<b>Matters in relation to laws and regulations</b>	<ul style="list-style-type: none"> <li>You have not made us aware of any significant incidences of non-compliance with relevant laws and regulations and we have not identified any incidences from our audit work.</li> </ul>
4	<b>Written representations</b>	<p>A letter of representation has been requested from the Council which is included in the Audit Committee papers.</p> <ul style="list-style-type: none"> <li>Specific representations have been requested from management in respect of the significant assumptions used in making accounting estimates for: <ul style="list-style-type: none"> <li>Property, plant and equipment;</li> <li>Equal pay measurement;</li> <li>Equal pay recognition;</li> <li>Academy schools; and</li> <li>Group boundaries.</li> </ul> </li> </ul>
5	<b>Confirmation requests from third parties</b>	<ul style="list-style-type: none"> <li>We requested from management permission to send confirmation requests for bank and all material and a sample of non material borrowings / investment balances. This permission was granted, the requests were sent and all responses were obtained.</li> </ul>
6	<b>Disclosures</b>	<ul style="list-style-type: none"> <li>We have summarised the disclosure amendments included in the final version of the accounts in Appendix C.</li> </ul>
7	<b>Audit evidence and explanations</b>	<ul style="list-style-type: none"> <li>All information and explanations requested from management were provided.</li> </ul>

# Other responsibilities under the Code

We set out below details of other matters which we, as auditors, are required by the Code to communicate to those charged with governance.

Issue	Commentary
① <b>Other information</b>	<p>We are required to give an opinion on whether the other information published together with the audited financial statements (including the Statement of Accounts, Annual Governance Statement (AGS) and Narrative Report), is materially inconsistent with the financial statements or our knowledge obtained in the audit or otherwise appears to be materially misstated.</p> <p>Inconsistencies have been identified but have been adequately rectified by management. Details are provided in Appendix A. We plan to issue an unqualified opinion in this respect – refer to Appendix E.</p>
② <b>Matters on which we report by exception</b>	<p>We are required to report on a number of matters by exception in a numbers of areas:</p> <ul style="list-style-type: none"> <li>• If the Annual Governance Statement does not meet the disclosure requirements set out in the CIPFA/SOLACE guidance or is misleading or inconsistent with the other information of which we are aware from our audit</li> <li>• If we have applied any of our statutory powers or duties</li> </ul> <p>We have nothing to report on the AGS. However, we have included our Statutory Recommendation made under section 24 of the Act on pages 5 to 11 of this report.</p>
③ <b>Specified procedures for Whole of Government Accounts</b>	<p>We are required to carry out specified procedures (on behalf of the NAO) on the Whole of Government Accounts (WGA) consolidation pack under WGA group audit instructions.</p> <p>As the Council exceeds the specified group reporting threshold of £500 million, we examine and report on the consistency of the WGA consolidation pack with the Council's audited financial statements.</p> <p>Note that work is not yet completed and will be undertaken in August 2018.</p>
④ <b>Certification of the closure of the audit</b>	<p>We do not expect to be able to certify the completion of the 2017/18 audit of Birmingham City Council in our auditor's report, as detailed in Appendix E, until we have completed our consideration of an objection raised on the 2016/17 financial statements brought to our attention by a local authority elector under Section 27 of the Act.</p> <p>In addition, we can also not certify the completion of the 2017/18 audit until we have completed the work necessary to issue our Whole of Government Accounts Component Assurance statement for the year ended 31 March 2018. This work is due to be undertaken in August 2018.</p>

# Value for Money

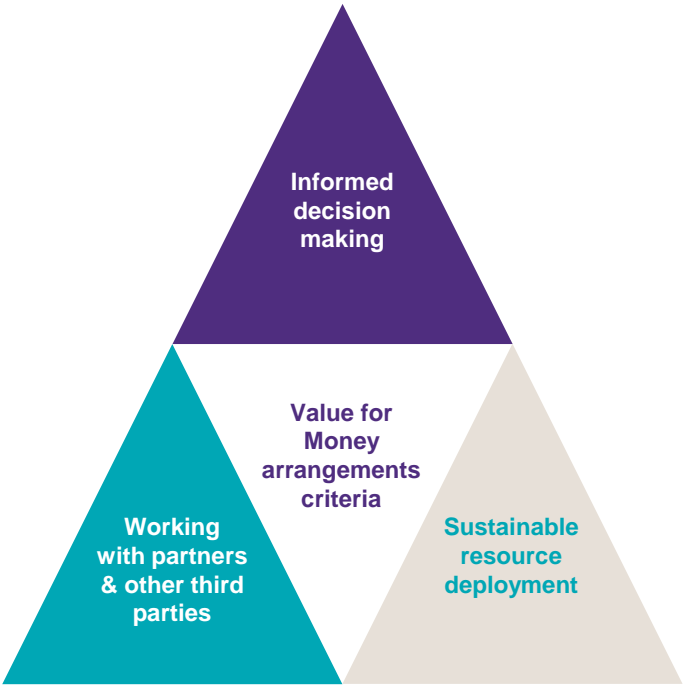
## Background to our VFM approach

The NAO issued its guidance for auditors on Value for Money work for 2017/18 in November 2017. The guidance states that for local government bodies, auditors are required to give a conclusion on whether the Council has proper arrangements in place.

The guidance identifies one single criterion for auditors to evaluate:

*“In all significant respects, the audited body takes properly informed decisions and deploys resources to achieve planned and sustainable outcomes for taxpayers and local people.”*

This is supported by three sub-criteria, as set out below:



## Risk assessment

We carried out an initial risk assessment in January 2018 and identified a number of significant risks in respect of specific areas of proper arrangements using the guidance contained in AGN 03. We communicated these risks to you in our Audit Plan dated March 2018.

We have continued our review of relevant documents up to the date of giving our report, and have not identified any further significant risks where we need to perform further work.

# Value for Money (continued)

## Our work

AGN 03 requires us to disclose our views on significant qualitative aspects of the Council's arrangements for delivering economy, efficiency and effectiveness.

We have focused our work on the significant risks that we identified in the Council's arrangements. In arriving at our conclusion, our main considerations were:

- Budget Delivery and Reserves Management, as well as savings proposals (including the principles of the FOM) and Equal Pay: due to the significant use of reserves in 2017/18, the planned use of £30.5m of Corporate Reserves in 2018/19, the failure to deliver all of the planned savings in 2017/18 and the £9.1m of savings identified as not deliverable in 2018/19 as reported by the Council at Month 3;
- The Panel: the Council is working collaboratively with the Panel, but needs to address the issues highlighted in its Improvement Stocktake Report;
- Services for Vulnerable Children: although Ofsted has acknowledged improvement following its most recent monitoring visits, the Council is still rated as 'inadequate'; and
- Management of Schools: Ofsted has identified some improvements in arrangements but Internal Audit reports suggest weaknesses in financial and other controls at 52% of schools visited.

We have set out more detail on the risks we identified, the results of the work we performed and the conclusions we drew from this work on pages 27 to 32.

## Overall conclusion

Based on the work we performed to address the significant risks, we concluded that:

- because of the pervasive significance of the matters we identified in respect of Budget Delivery and Reserves Management, as well as savings proposals (including the principles of the FOM) and Equal Pay; Improvement Panel; Services for Vulnerable Children and Management of Schools, we are not satisfied that the Council has made proper arrangements to secure economy, efficiency and effectiveness in its use of resources. We therefore propose to give a qualified 'adverse' conclusion.

The text of our proposed report can be found at Appendix E.

## Recommendations for improvement

We discussed findings arising from our work with management and have agreed recommendations for improvement as follows. The Council needs to:

- deliver the elements of the statutory recommendation that relate to finance and transparency and governance (see page 5) to address the Budget Delivery and Reserves Management, as well as savings proposals (including the principles of the FOM) and Equal Pay issues;
- implement the actions identified in its Improvement Stocktake Report and demonstrate measurable outcomes to the Panel;
- continue to demonstrate measurable improvements in services for vulnerable children through the Children's Trust; and
- increase the pace of improvement in schools governance arrangements to ensure that it can demonstrate to Ofsted that it has addressed the issues that it raised.

Our recommendations and management's response to these can be found in the Action Plan at Appendix A.

## Significant difficulties in undertaking our work

We did not identify any significant difficulties in undertaking our work on your arrangements which we wish to draw to your attention.

## Significant matters discussed with management

There were no matters where no other evidence was available or matters of such significance to our conclusion or that we required written representation from management or those charged with governance.

## Key findings

We set out below our key findings against the significant risks we identified through our initial risk assessment and further risks identified through our ongoing review of documents and discussions with management.

	Significant risk	Findings	Conclusion
1	<p><b>Budget Delivery and Reserves Management, as well as saving proposals (including the principles of the Future Operating Model) and Equal Pay</b></p> <p>The key risk is that the proposed savings schemes (including the implementation of savings proposals) will not deliver the required recurrent savings, or will take longer to implement than planned.</p> <p>We reviewed the Council's latest financial reports including savings plans trackers, to establish how the Council is identifying, managing and monitoring this risk. This involved considering the adequacy of reserves and their prudent use. We also considered the transparency of financial reporting.</p>	<p>The Council reported a 2017/18 revenue budget overspend of £4.9m after the use of £63.1m of reserves (£42.2m of which was planned) plus £11.7m to fund pension guarantees. The outturn overspend is in the context of demanding savings targets of £85.3m including finding 2017/18 solutions for £14.4m largely for savings achieved on a non-recurrent basis in 2016/17.</p> <p>The Council's Business Plan 2018+ identifies continuing savings pressures, with a requirement of £117.0m of savings to be delivered by the end of 2021/22; 2018/19 (£52.9m) and 2019/20 (£35.6m) are the two years with the greatest savings demand. The Business Plan includes a detailed analysis of savings schemes across the four year period. We focused our work on the delivery risks for the major savings schemes. The Council is planning to use £30.5m of Corporate Reserves in 2018/19.</p> <p>The Month 3 Corporate Revenue Budget Monitoring report position up to the end of June 2018 identifies the following:</p> <ul style="list-style-type: none"> <li>• at the end of June 2018 a gross revenue overspend of £17.9m in 2018/19 is being forecast. This consists of an overspend of £10.1m in the base budget delivery and £9.1m of savings not deliverable in 2018/19, offset by partially accelerated achievement of £1.3m of the efficiency target of £5.7m;</li> <li>• the total forecast overspend of £17.9m is primarily related to Place Directorate (£10.8m) and Children and Young People (CYP) (£2.7m);</li> <li>• in the case of the Place Directorate, the overspend of £10.8m relates primarily to Waste Management services (£5.3m), Markets (£0.7m), Housing Options (£0.4) pay and pension strain related pressures (£0.5m) and other Directorate wide pressures (£0.4m). In addition, there are some savings delivery challenges totalling £3.5m; and</li> <li>• CYP relates largely to savings delivery challenges on Travel Assist.</li> </ul>	<p><b>Auditor view</b></p> <p>We identified in our initial risk assessment that the key risk was that the major savings schemes would not deliver the required recurrent savings, or would take longer to implement than planned. The Council's failure to deliver its 2017/18 savings plans and the delivery difficulties associated with the largest savings schemes in 2018/19 mean that this risk is not sufficiently mitigated. In our view savings planning arrangements did not sufficiently take into account the impact of the level of non-recurrent savings or adequately assess the vulnerability of the largest proposed savings scheme.</p> <p>We have concluded that these weaknesses in the Council's arrangements relate to the adequacy of financial planning as well as planning, organising and developing the workforce to deliver strategic priorities, as part of sustainable resource deployment.</p>

Key findings (continued)

Significant risk	Findings	Conclusion
<div>1</div> <b>Budget Delivery and Reserves Management, as well as saving proposals (including the principles of the Future Operating Model) and Equal Pay (continued)</b>	<p>The Council has now reviewed its expectations for when settlement of equal pay claims will be achieved. It is now anticipated that settlement will be concluded in 2018/19.</p> <p>The provision raised in the 2017/18 financial statements has taken into account the negotiated settlements made with major solicitors and the agreed payments going forward.</p> <p>Submissions for pre 2008 claims (1<sup>st</sup> generation) and post 2008 claims (2<sup>nd</sup> generation) expired in August 2014 and October 2017 respectively. This gives a certain level of assurance to ongoing provision required by the Council. However, there are still uncertainties around the volume and timing of further 3<sup>rd</sup> generation claims that may be received, although this has been mitigated by some negotiated agreements with solicitors.</p>	



**Key findings (continued)**

Significant risk	Findings	Conclusion
2 The Panel		Auditor view
<p>The key risk is that the Panel will conclude that the Council is not making sufficient progress in implementing the changes needed.</p> <p>We considered the Panel's reports and discuss the progress made and key issues with the Panel's Vice Chair, to establish how the Council is identifying, managing and monitoring this risk.</p>	<p>We have met with the Vice Chair of the Panel on a frequent basis throughout the year and been briefed on the Panel's view of the progress being made. The Council has been working more closely with the Panel since the autumn of 2017 and the Panel, in conjunction with the Council, has written to the Secretary of State several times since 1 April 2017, most recently in June 2018.</p> <p>The joint letter from the Panel and the Council in March 2018 outlined the more collaborative approach. The letter stated that:</p> <p>"... with support and advice from the Panel, the Council intends to publish a suite of improvement plans. Progress on delivering all of the plans and the impact of the changes they bring about will be rigorously tracked and evaluated."</p> <p>The letter also refers to the financial challenges facing the Council:</p> <p>"The Council also recognises that it has not yet brought its day to day expenditure into line with its revenue. Balancing its revenue budget has therefore required, and continues to require, substantial draw down of the Council's reserves. This position is not sustainable and high quality strategic financial management and difficult decisions will be required to achieve financial sustainability."</p> <p>The joint letter from the Panel and the Council in June 2018 included a copy of the Council's Improvement Stocktake Report, which represents the Council's self-assessment against the Local Government Association's criteria for an effective organisation underpinned by a suite of detailed corporate governance and service improvement plans.</p> <p>The Panel and the Council will monitor early indications of improvement in social outcomes, through adherence to the 2018/19 budget and stronger grip on issues such as homelessness, skills, community cohesion, waste and equal pay.</p>	<p>We identified in our initial risk assessment that the key risk is that the Panel will conclude that the Council is not making sufficient progress in implementing the changes needed. We have considered the latest findings of the Panel, in collaboration with the Council, and concluded that these weaknesses in the Council's arrangements do not support informed decision making.</p>

## Key findings (continued)

Significant risk	Findings	Conclusion
<b>3 Services for Vulnerable Children</b>		<b>Auditor view</b>
<p>The key risk is that the service does not show demonstrable improvement and continues to be subject to external intervention. Until such time as Ofsted has confirmed that adequate arrangements are in place this remains a significant risk to the Council's arrangements.</p> <p>We reviewed the latest findings from Ofsted, to establish how the Council is identifying, managing and monitoring this risk.</p>	<p>The Council was subject to its latest Ofsted monitoring visits in March 2018 and May 2018 and the inspector wrote to the Council summarising his findings on 29 March 2018 and 8 June 2018.</p> <p>The area covered by the March 2018 visit was children looked after by the Council. The inspector's letter stated that "positive progress identified at the point of the last inspection has been maintained, with further improvement evident in specific service areas. Senior managers continue to be aware that further work needs to be done to ensure that services for children are of a standard at which their outcomes are consistently good."</p> <p>The area covered by the May 2018 visit was services to young people leaving care at 18 years. The inspector's letter stated that "the local authority has demonstrated that it has made some further improvements to the quality of social work practice since the last inspection. However, where children in care have long-term plans, there is a risk that a lack of focus on ensuring long-term security will result in instability in the future and poorer outcomes as a result. Further work remains to be done to ensure that practice is consistently good and that the best outcomes for all children are achieved on a timely and consistent basis."</p> <p>Birmingham Children's Trust Ltd (BCT) contract commenced on 1 April 2018 and it has published its Strategic Business Plan 2018. The plan outlines how BCT will deliver services for children, young people and families in Birmingham from 1 April 2018. It sets out the vision and priorities and how BCT will deliver its commitments as contained in the Service Delivery Contract agreed with the Council for the delivery of children's social care and family support services for the next five years.</p> <p>BCT announced the appointment of a Director of Practice in June 2018, which further enhances its ability to deliver the further improvements required for services for vulnerable children in the near future.</p>	<p>We identified in our initial risk assessment that the key risk was that services for vulnerable children do not show demonstrable improvement and continue to be subject to external intervention. The findings of the Ofsted monitoring reports means that this risk is not sufficiently mitigated.</p> <p>We concluded that these weaknesses in the Council's arrangements relate to managing risks effectively and maintaining a sound system of internal control, demonstrating and applying the principles and values of good governance, as part of informed decision making and planning, organising and developing the workforce effectively to deliver strategic priorities as part of strategic resource deployment.</p>

Key findings (continued)

Significant risk	Findings	Conclusion
<div>4</div> <div>Management of Schools</div> <div><p>The key risk is that the governance issues identified at schools will not be addressed effectively.</p><p>We reviewed the progress made by Internal Audit within their coverage of schools governance, to establish how the Council is identifying, managing and monitoring this risk.</p></div>	<div><p>Birmingham Education Partnership (BEP) is responsible for driving improvement in schools' performance.</p><p>This includes the delivery of the Education Improvement Services contract between the Council and BEP which was amended in April 2017 to reflect a reduction in the value of the contract. The variations represent an evolution of the service specification and key performance indicators; all other terms of the contract remain in force.</p><p>The BEP is also responsible for the allocation of the Strategic School Improvement Fund (SSIF). The SSIF is a £140m grant to support first, infant, primary, secondary, middle, all-through, maintained nursery schools, alternative provision, special academies, maintained schools, post-16 academies, and pupil referral units. It is intended to further build a school-led system, and aims to target resources at the schools most in need to improve school performance and pupil attainment; to help them use their resources most effectively, and to deliver more good school places. However, as part of the assessment of schools governance improvement Birmingham Audit (internal audit) has been commissioned to carry out a programme of audits over a two year period. Their findings have continued to show that there are a range of governance issues to address across the schools visited, 32 of the 87 schools audits (37%) undertaken by internal audit in 2017/18 were assessed as 'level 3' assurance (specific control weaknesses of a significant nature noted, and/or the number of minor weaknesses noted was considerable) and two schools (2%) were assessed as 'level 4' assurance (controls evaluated are not adequate, appropriate or effective. Risks are not being managed and it is unlikely that objectives will be met). These results are worse than the prior year when only 17 of the 97 schools visited were assessed as 'level 3' assurance (18%) and none were assessed as 'level 4' assurance.</p></div>	<div><p><b>Auditor view</b></p><p>We identified in our initial risk assessment that the key risk was that plan implementation will be slower than envisaged and underlying issues will not be effectively addressed. Although it is clear that progress has been made with the implementation of the improvement plan there is still work to do. The pace of school improvement remains the key issue which is affecting our judgement.</p><p>We concluded that these weaknesses in the Council's arrangements relate to managing risks effectively and maintaining a sound system of internal control, demonstrating and applying the principles and values of good governance, as part of informed decision making and planning, organising and developing the workforce effectively to deliver strategic priorities as part of strategic resource deployment.</p></div>

Key findings (continued)

Significant risk	Findings	Conclusion
<div>5</div> <div>Commonwealth Games</div> <div><p>The key risk is that the cost of hosting the Commonwealth Games will impact on the Council's future financial sustainability.</p><p>We reviewed the Council's latest plans for the delivery of the Commonwealth Games in 2022, to establish how the Council is identifying, managing and monitoring this risk.</p></div>	<div><p>The Council has developed comprehensive internal governance proposals for the management and delivery of the Commonwealth Games.</p><p>The overall structure includes a Steering Group, a Project Board, a Project Group and 11 workstreams.</p><p>The Steering Group is chaired by the Leader of the Council and its purpose is to provide strategic direction, guidance and oversight of the Council's responsibilities and commitments for Games-wide planning and delivery of contractual obligations, Games vision and legacy.</p><p>The Project Board is chaired by the Corporate Director for Place and its purpose is to act as the Design Authority for the project and ensure the overall integrity of the Council's Commonwealth Games Project Plan, ensuring that workstream plans are consistent and coherent with the overall project plan and critical interfaces, both internal and external.</p><p>The Project Group is chaired by the Project Director and its purpose is to coordinate the operational delivery of products and activities as commissioned by the Steering Group and Project Board by the project's workstreams.</p><p>The workstreams will adopt a 'whole council' approach which is essential to successful delivery. The finance workstream will oversee and manage the Council's internal Games budget, liaise with partners regarding overall Games budgets and ensure all appropriate mechanisms are in place for robust financial management.</p><p>The funding for the Games is due to be agreed in the Autumn Budget Statement and the Council's delivery plan is for the majority of its share of the costs of the Games to be capital expenditure.</p><p>Other workstreams include a number of cross partner working groups such as transport and security (Home Office).</p></div>	<div>Auditor view</div> <div><p>We identified in our initial risk assessment that the key risk is the cost of hosting the Commonwealth Games will impact on the Council's future financial sustainability. We have considered the Council's proposed governance arrangements for the management and delivery of the Commonwealth Games and are satisfied that they are appropriate.</p><p>On that basis, we have concluded that the risk is sufficiently mitigated and that the Council has appropriate arrangements in place to act in the public interest, through demonstrating and applying the principles and values of sound governance.</p><p>However, on the basis that the funding for the Games is not due to be agreed until the Autumn Budget Statement, we will revisit this risk as part of our 2018/19 VfM review.</p></div>

# Independence and ethics

## Independence and ethics

- We confirm that there are no significant facts or matters that impact on our independence as auditors that we are required, or wish, to draw to your attention. The firm, its partners, senior managers, managers and network firms have complied with the Financial Reporting Council's Ethical Standards and confirm that we are independent and are able to express an objective opinion on the financial statements.

We confirm that we have implemented policies and procedures to meet the requirements of the Financial Reporting Council's Ethical Standard and we as a firm, and each covered person, confirm that we are independent and are able to express an objective opinion on the financial statements.

Further, we have complied with the requirements of the National Audit Office's Auditor Guidance Note 01 issued in December 2017 which sets out supplementary guidance on ethical requirements for auditors of local public bodies.

Details of fees charged are detailed in Appendix D.

# Independence and ethics (continued)

## Non-audit services

For the purposes of our audit we have made enquiries of all Grant Thornton UK LLP teams providing services to the Council. The following non-audit services were identified.





Service	£	Threats	Safeguards
<b>Audit related</b>			
Certification of grant claims (outside PSAA requirements)	92,100 (23,250 paid by BCC)	Self-Interest (because this is a recurring fee)	The level of this recurring fee taken on its own is not considered a significant threat to independence as the fee for this work is £92,100 in comparison to the total fee for the audit of £314,168 and in particular relative to Grant Thornton UK LLP's turnover overall. Further, it is a fixed fee and there is no contingent element to it. These factors all mitigate the perceived self-interest threat to an acceptable level.
			The fee for grant certification is higher than in previous years due to the complex and numerous Regional Growth Fund grant certifications. We undertook work to certify six grants over a period of four years. The fee for this work was £68,850. The Council acts as agent in this arrangement and the fee was paid from funding received by the Council from the Department for Business, Energy and Industrial Strategy.
<b>Non-audit related</b>			
Chief Finance Officer Insights (CFOi) for 2017/18	10,000	Self-Interest (because this is a recurring fee)	The level of this recurring fee (subscription based for 3 years) taken on its own is not considered a significant threat to independence as the fee for this work is £10,000 in comparison to the total fee for the audit of £314,168 and in particular relative to Grant Thornton UK LLP's turnover overall. Further, it is a fixed fee and there is no contingent element to it. These factors all mitigate the perceived self-interest threat to an acceptable level.
Client Money and Assets (CASS) reporting – Finance Birmingham	7,000 (not paid by BCC)	Self-Interest (because this is a recurring fee)	The level of this recurring fee taken on its own is not considered a significant threat to independence as the fee for this work is £7,000 in comparison to the total fee for the audit of £314,168 and in particular relative to Grant Thornton UK LLP's turnover overall. Further, it is a fixed fee and there is no contingent element to it. These factors all mitigate the perceived self-interest threat to an acceptable level. It is usual practise for CASS reporting services to be provided by the external auditors of an FCA regulated entity.

The amounts detailed are fees agreed to-date for audit related and non-audit services to be undertaken by Grant Thornton UK LLP in the current financial year. These services are consistent with the Council's policy on the allotment of non-audit work to your auditors. All services have been approved by the Audit Committee. Any changes and full details of all fees charged for audit related and non-audit related services by Grant Thornton UK LLP and by Grant Thornton International Limited network member Firms will be included in our Audit Findings report at the conclusion of the audit.




None of the services provided are subject to contingent fees.

# Action plan




We have identified 7 recommendations for the Council as a result of issues identified during the course of our audit. We have agreed our recommendations with management and we will report on progress on these recommendations during the course of the 2018/19 audit. The matters reported here are limited to those deficiencies that we have identified during the course of our audit and that we have concluded are of sufficient importance to merit being reported to you in accordance with auditing standards.

Assessment	Issue and risk	Recommendations
1  Amber	<b>Control weakness – payroll leavers</b> As part of our payroll testing we identified one individual who resigned from the Council in June 2017. However, their resignation form was not authorised until October 2017. Salary overpayments were identified in February 2018 and payments to the individual were suspended. This has been recognised as a debtor.  Although we are satisfied that this error was identified by the Council, there is a risk that salary overpayments could occur if resignation documents are not authorised and actioned on a timely basis.	We recommend that management consider the adequacy of controls in place to ensure authorisation of leaver documents does not lead to payments being made to individuals once they have ceased employment.  <b>Management response</b> <ul style="list-style-type: none"> <li>[...]</li> </ul>
2  Amber	<b>Control issue – heritage asset valuations</b> From our work performed on heritage assets and through further discussions with management we consider that the value of heritage assets recognised on the balance sheet, whilst the accounting treatment is compliant with the Code based on insurance valuations, may not be a true reflection of the value of such assets.	We recommend that management consider the appropriateness of these insurance valuations.  <b>Management response</b> <ul style="list-style-type: none"> <li>[...]</li> </ul>
3  Amber	<b>SAP – User access</b> We identified a higher than expected number of system accounts and service accounts with SAP_ALL access. SAP_ALL access provides access to all IT functions within the ledger system.  We also noted one member of staff who was given this access in error. We can confirm no manual journals have been processed by this user in 2017/18.	We recommend that management considers which users need SAP_ALL access and removes access to this function where it is not required.  <b>Management response</b> <ul style="list-style-type: none"> <li>[...]</li> </ul>
4  Amber	<b>Multiple accounts assigned to a single user</b> We identified a high number of users with multiple accounts within SAP. Whilst some of these are required for FireFighter ID purposes, it appears that some are unnecessary.	We recommend that management considers which users need multiple accounts within SAP and removes access to those where this function where is it not required.  <b>Management response</b> <ul style="list-style-type: none"> <li>[...]</li> </ul>

## Controls

-  Red High - Significant effect on control system
-  Amber Medium - Effect on control system
-  Green Low - Best practice

# Action plan (continued)





Assessment	Issue and risk	Recommendations
5  Amber	<p><b>Under-accrual of waste invoices</b></p> <p>Management made us aware of a number of waste invoices relating to services provided 2017 which had not been correctly recorded in the financial statement. Whilst the values involved are immaterial to our audit we have identified two weaknesses in the control environment.</p> <p>Firstly, one purchase order (PO) created in the system became 'stuck' and could not be authorised. This meant that invoices received could not be matched to the PO.</p> <p>Secondly, a number of payments were processed in relation to invoices which had not yet been recorded in the system.</p>	<p>We recommend that the Council considers its controls in place to ensure other invoices are not paid before they are recognised within the ledger system.</p> <p><b>Management response</b></p> <ul style="list-style-type: none"> <li>• [...]</li> </ul>
6  Amber	<p><b>Control weakness - HRA revaluation</b></p> <p>From completing our testing on HRA revaluation, we noted a £97.1m error within council dwellings which resulted an understatement of net book value. This occurred due to a formula error and has now been corrected.</p>	<p>We recommend that a reconciliation control is put in place to ensure the prevention of similar errors in the future.</p> <p><b>Management response</b></p> <ul style="list-style-type: none"> <li>• [...]</li> </ul>
7  Amber	<p><b>Control weakness – Business Rates Appeals</b></p> <p>Classification of additional provisions made in year and amounts used in year are incorrect. However, we are satisfied that the year end provision value is correct.</p>	<p>We recommended that the Council accurately calculates the amount of 'business rates appeals used in year' which will result in an accurate figure for 'additional provisions to be made in year'.</p> <p><b>Management response</b></p> <ul style="list-style-type: none"> <li>• [...]</li> </ul>

## Controls




- Red High - Significant effect on control system
- Amber Medium - Effect on control system
- Green Low - Best practice



# Action plan - VfM

	Assessment	Issue and risk	Recommendations
1	 Red	<b>Budget Delivery and Reserves Management, as well as savings proposals</b> The key risk is that the proposed savings schemes (including the implementation of savings proposals) will not deliver the required recurrent savings, or will take longer to implement than planned.	We recommend that the Council deliver the elements of the statutory recommendation that relate to finance and transparency and governance (see page 5). <b>Management response</b> • [...]
2	 Amber	<b>The Panel</b> The key risk is that the Panel will conclude that the Council is not making sufficient progress in implementing the changes needed.	We recommend that the Council implement the actions identified in its Improvement Stocktake Report and demonstrate measurable outcomes to the Panel. <b>Management response</b> • [...]
3	 Amber	<b>Services for Vulnerable Children</b> The key risk is that the service does not show demonstrable improvement and continues to be subject to external intervention. Until such time as Ofsted has confirmed that adequate arrangements are in place this remains a significant risk to the Council's arrangements.	We recommend that the Council continue to demonstrate measurable improvements in services for vulnerable children through the Children's Trust. <b>Management response</b> • [...]
4	 Amber	<b>Management of Schools</b> The key risk is that the governance issues identified at schools will not be effectively addressed.	We recommend that the Council increase the pace of improvement in schools governance arrangements to ensure that it can demonstrate to Ofsted that it has addressed the issues that it raised. <b>Management response</b> • [...]

## Controls

-  Red High - Significant effect on control system
-  Amber Medium - Effect on control system
-  Green Low - Best practice

# Follow up of prior year recommendations

We identified the following issues in the audit of Birmingham City Council's 2016/17 financial statements, which resulted in six recommendations being reported in our 2016/17 Audit Findings report. We are satisfied that management have implemented five out of six prior year recommendations.

Assessment	Issue and risk previously communicated	Update on actions taken to address the issue
1 ✓	<p><b>Cut-off of operating expenditure in Schools</b></p> <p>We tested a sample of payments made in April and May 2017 to identify whether there were items relating to goods/services received in 2016/17 which had not been appropriately accrued for (whether via system/manual accruals or the forecast accrual process). Two out of the seven schools invoice payments selected within our sample related to services received prior to 31/3/17, but processed for payment after year-end. We are satisfied there cannot be a material risk of under accrual of schools invoices. However, we recommend that the Council review their processes for ensuring schools expenditure includes appropriate accruals.</p>	<p><b>Management response:</b></p> <p>The Council provides guidance to schools on the appropriate accounting treatment for expenditure relating to specific financial years.</p> <p>The guidance will be reviewed to ensure that the information provided to schools is clear. Information will also be provided in relevant schools forums to ensure that as many people as possible are contacted.</p> <p><b>Update:</b></p> <p>The Council has reviewed its year-end processes. For the 2017/18 closedown process, detailed guidance letters were sent out tailored to the type of school:-</p> <ul style="list-style-type: none"> <li>• Chequebook schools</li> <li>• EPA schools using SIMS FMS</li> <li>• EPA schools using CMIS FMS</li> <li>• Nursery, Primary and Special non-chequebook schools using SIMS FMS</li> <li>• Nursery, Primary and Special non-chequebook schools using CMIS FMS</li> </ul>
2 ✓	<p><b>HRA Assets under construction</b></p> <p>We identified that all spend on HRA additions is fully settled in year, with nothing being retained in AUC at year-end. While for spend relating to renewals to existing properties any AUC element is unlikely to be material at year-end, in recent years the Council has undertaken significant construction of new properties, and where construction spans year-end the spend should properly be included in AUC until brought into use.</p> <p>We are satisfied that the estimated potential impact would be trivial due to the need to impair the spend to reflect the social housing factors, and any impact on depreciation would also be trivial.</p> <p>We recommend that this is reviewed in future years if the Council continues to expand its house building programme, to ensure there is no material misstatement.</p>	<p><b>Management response:</b></p> <p>Agreed.</p> <p>The extent to which new homes are partially constructed at the financial year-end will be evaluated and if material accounted for as Assets Under Construction.</p> <p><b>Update:</b></p> <p>A large piece of work was undertaken at year-end to identify all new build homes that were still in the course of construction. At 31 March 2018 there was £23.7m relating to new homes within the Assets Under Construction overall total.</p>

# Follow up of prior year recommendations (continued)

Assessment	Issue and risk previously communicated	Update on actions taken to address the issue
3 ✓	<p><b>Housing Benefits</b></p> <p>There have been two instances in the year where potential control weaknesses regarding the housing benefit system have been identified. The first related to a duplicate payment run which the Authority manually prevented from being paid. However, it still continued to be recorded as duplicated within the RBIS and therefore subsidy. The second related to two high value payments made in error, where on both occasions, an incorrect weekly rent figure had been manually entered in to the rent field of RBIS. These payments were manually stopped by the Council as they were identified as unusually large from the &gt;£3k checks which are performed by the Housing Benefits Team. However, we recommend that the Council continues to strengthen its internal controls with regards to Housing Benefit payments in order to reduce the risk of incorrect payments being made and not being identified manually prior to payment.</p>	<p><b>Management response:</b></p> <p>In relation to both of these issues the controls in place within the Housing Benefit and payments system worked as intended to prevent incorrect high value and duplicate payments from being dispatched to citizens and landlords. Thereby, preventing both overpaid benefit and loss of housing benefit subsidy due to 'Local Authority error'. Both instances did create substantial additional work for officers within the Council as manual adjustments to the Housing Benefit subsidy claim had to be made and reconciliation between the Housing Benefit system and payment system had to be manually adjusted. In order to further strengthen the controls the following measures have been put in place:</p> <ul style="list-style-type: none"><li>• Within the Housing Benefit system the payment field has now been restricted from an unlimited size to a maximum of 6 digits including 2 decimal points;</li><li>• The duplicate payment issue was generated through an inappropriate batch parameter error and Service Birmingham have strengthened their controls around batch processing in order to reduce the instance of this occurring in the future.</li></ul> <p><b>Update:</b></p> <p>This matter was brought to the attention of the Service Director, Customer Services who commissioned an internal audit investigation into how the above errors happened and to provide assurance that such risks are mitigated to a low level. The findings are outlined in the Final Audit Report 1700/029 with agreed actions from Senior Managers dated June and August 2017. These recommendations have been implemented.</p>

# Follow up of prior year recommendations (continued)

Assessment	Issue and risk previously communicated	Update on actions taken to address the issue
4 ✓	<p><b>Capitalisation of expenditure in Schools</b></p> <p>We identified a number of issues relating to capital spend recorded by schools: - 1 item selected in our sample which had been capitalised related to IT support for April 2016 – March 2017 which had been funded by DFC. This was capitalised as spend on buildings which is incorrect as this appears to be a revenue cost. - All DFC is capitalised as buildings spend, but 1 item selected related to playground equipment which would be better classified as equipment. This is a misclassification issue only with no impact on the total value of PPE. Although we are satisfied there is no risk to material misstatement for the above noted issues, we recommend that the Council continues to review the procedures for ensuring capital expenditure by schools is recorded completely and accurately in the accounts.</p>	<p><b>Management response:</b></p> <p>Guidance on the appropriate accounting arrangements for capital expenditure will be reviewed to ensure that it is clear on the correct treatment.</p> <p>Guidance will also be provided in appropriate school forums to ensure that relevant staff have access to the information.</p> <p>The Capital Team within the Council's Finance &amp; Governance Directorate will continue, where possible, to review detailed expenditure within school accounting records to ensure the correct accounting treatment for capital expenditure.</p> <p><b>Update:</b></p> <p>Revised guidance has been issued following consultation between the Capital Finance Team, Schools Finance Team and Schools Financial Services in relation to EPA and chequebook schools. EPA and chequebook schools now provide a capital analysis and copies of invoices relating to capital expenditure. This return relates to all capital spend including that funded by the devolved capital grant. For non EPA schools the invoices are held within BCC systems. The Capital Team continue to review all capital spend to ensure eligibility under Accounting Standards.</p>

# Follow up of prior year recommendations (continued)

Assessment	Issue and risk previously communicated	Update on actions taken to address the issue
5	<p>✓</p> <p><b>Group Accounts</b></p> <p>Group Accounts are drafted using unaudited financial information provided by group entities. In future the Audit Committee need assurance that group entities provide sufficient information by the end of April to ensure materially accurate Group Accounts can be produced and that audited accounts are received before the completion of the Council's audit.</p>	<p><b>Management response:</b></p> <p>Discussions are held with Group entities before the year end so that contacts are aware of the Council's timetable for completion of the financial statements. The timetable includes the dates for provision of draft and audited financial statements. Information is also sought from companies in December, prior to the end of the financial year, so that any potential issues can be identified.</p> <p>Companies have a longer statutory timeframe for the completion and audit of their financial statements than the Council. The Council can influence companies to accelerate the completion and audit of their financial statements and companies will be encouraged to see the benefits of early completion. This is more difficult where the Council has only a minority shareholding in a company as external influences will have more power.</p> <p><b>Update:</b></p> <p>There has continued to be regular liaison with the Councils' group entities to ensure that they were aware of the Council's reporting deadlines and the information that would be required to complete the draft Group Financial Statements by 31 May 2018. Whilst information was provided by the majority of companies by the due date, some information was provided late.</p> <p>Audited statements have been provided by some of the companies but some will not have been completed by the time the Council's accounts are signed off. However, any changes to the data used in producing the Group Financial Statements will not be material.</p>
6	<p>X</p> <p><b>Exit Packages</b></p> <p>We recommend that the Council reflects on the advice given by the Department of Communities and Local Government in relation to member consideration of exit packages.</p> <p>This advice suggests that authorities should report all exit payments over £100k to Full Council. Whilst Birmingham City Council is not alone in not following the advice, it may wish to consider whether this could be a useful enhancement to strengthen the transparency of its arrangements</p>	<p><b>Management response:</b></p> <p>The Council has previously considered the advice provided by the Department of Communities and Local Government in relation to member consideration of exit packages, which is provided as guidance only.</p> <p>As part of our considerations on this matter, the Council set up its own governance in 2016 for exit payments, which for chief officers' exits includes sign off from a cross party elected member JNC panel.</p> <p>The Council does plan to further review the guidance from Department of Communities and Local Government during the next 6 months, as part of the elected member JNC panel.</p> <p><b>Update:</b></p> <p>No update provided.</p>

# Audit adjustments

We are required to report all non trivial misstatements to those charged with governance, whether or not the accounts have been adjusted by management.

## Impact of adjusted misstatements

All adjusted misstatements are set out in detail below along with the impact on the key statements and the reported net expenditure for the year.

Detail	Comprehensive Income and Expenditure Statement £'000	Balance Sheet £'000
<p>1 <b>Housing Revenue Account (HRA) depreciation</b> Within the draft accounts we identified a £50.3m credit to the HRA Income and Expenditure Statement relating to depreciation reversed through the CIES on revaluation.</p> <p>The correct accounting treatment is to calculate the revaluation movement based on the net movement with the resulting net gain/loss being taken to the CIES or revaluation reserve as appropriate.</p>	<p>Dr Total cost of services: £50,300</p> <p>Cr Surplus/deficit on revaluation of PPE (other comprehensive income) £50,300</p>	
<p>2 <b>HRA revaluation</b> We identified an error in the accounting for the revaluation of council dwellings. The effect of this was an understatement of the net book value of council dwellings by £97.1m.</p>	<p>Cr Surplus/deficit on revaluation of PPE (other comprehensive income) £97,100</p>	<p>Dr Property, plant and equipment £97,100</p> <p>Cr Unusable (revaluation) reserve £97,100</p>
<p>3 <b>Short term investments</b> We have identified £15.9m of Short term investments which are instant access accounts and should therefore be classified as cash.</p>		<p>Dr Cash £15,900</p> <p>Cr Short term investments £15,900</p>
<p>4 <b>Group Balance Sheet intra-group eliminations.</b> We identified one audit adjustment from our work on the group consolidation relating to intra-group eliminations between the Council and Innovation Birmingham.</p>		<p>Dr Long Term Debtors £7,635</p> <p>Dr Short Term Debtors £8,562</p> <p>Cr Short Term Creditors £693</p> <p>Cr Long Term Borrowing £15,504</p>
<b>Overall impact</b>	<b>Page 120 of 532 £97,100</b>	<b>£0</b>

# Audit adjustments (continued)

## Misclassification and disclosure changes

The table below provides details of misclassification and disclosure changes identified during the audit which have been made in the final set of financial statements.

Misclassification and disclosure changes	Detail	Adjusted?
<b>Disclosure – Narrative Report</b>	Section 6.5.1 of the Narrative Report incorrectly disclosed the future liability of service concession arrangements. This has been corrected to £421.8m which agrees to Note 43.	✓
<b>Disclosure – Narrative Report</b>	A number of trivial changes have been made to the Narrative Report to ensure transparency and consistency with the financial statements.	✓
<b>Disclosure – Note 2 Critical Judgements in Applying Accounting Policies</b>	Additional disclosures have been required within Note 2 to include added narrative regarding the early payment of pension contributions.	✓
<b>Disclosure – Note 4 Assumptions made about the future and other areas of estimation uncertainty</b>	One error was identified in 'assumptions made about the future and other major sources of estimation uncertainty relating to property, plant and equipment.	✓
<b>Disclosure – Expenditure Funding Analysis</b>	The 2016/17 restated adjustments to arrive at the amount chargeable to the General Fund and HRA balances have been amended to ensure they are consistent with Notes 6 and 7.	✓
<b>Disclosure – Note 7: Note to the Expenditure and Funding Analysis</b>	We identified that depreciation reported for the centrally managed directorate had been incorrectly stated. This has now been corrected as well as the total depreciation reported at a directorate level.	✓
<b>Disclosure – Note 14 Grant Income</b>	The Grant Income note has been amended to include additional disclosures of grants which were originally included under the heading 'grants and contributions of less than £3m' but have subsequently been identified as over this threshold	✓
<b>Disclosure – Note 19 Unusable Reserves and note 21 Defined Benefit Pension Schemes</b>	We identified errors relating to the disclosure of pension adjustments within the pensions reserve and general fund.	✓
<b>Disclosure – Note 22 Property, Plant and Equipment</b>	The fair value disclosure for surplus assets has been corrected to agree to the NBV as at 31/03/2018 of £112.2m.	✓

# Audit adjustments (continued)

Misclassification and disclosure changes	Detail	Adjusted?
<b>Misclassification – Note 25 Long Term Investments</b>	The disclosure of long term investments 'Available for Sale Financial Assets' includes £9.5m investment in Birmingham City Propco Ltd. This has been reclassified as 'Investment in Subsidiary and Associated Companies'.	✓
<b>Misclassification – Note 32 Provisions</b>	From our testing on provisions we noted that the unused provision amount reserve of £7.7m had been incorrectly netted off against the additional provision required. We have therefore increased the additional provision made in 2017/18 by £7.7m and similarly included an unused amount reversed in 2017/18 of £7.7m  This has no impact on the provision balance as at 31 March 2018	✓
<b>Note 33 – Contingent liabilities</b>	Additional disclosures have been included in the contingent liabilities note to ensure the note is complete and correctly reflects potential future liabilities which may fall to the Council.	✓
<b>Disclosure – Note 39 Financial Instruments</b>	The fair value of PFI schemes have been disclosed incorrectly and have been amended. The fair value disclosure has increased by £67.5m  In addition, other long term liabilities have decreased by £5.8m due to the correction of the £9.5m investment in Birmingham City Propco Ltd. being removed from note 25.	✓
<b>Misclassification – Note 39 Financial Instruments</b>	The Council has opted to remove the long term and short term classifications within the Fair Value of Financial Instruments table.	✓
<b>Disclosure – Note 48 Related Parties</b>	A number of disclosures have been amended within the related parties transactions note in relation to the Group disclosures of related parties.	✓
<b>Disclosure – Note 48 Related Parties</b>	The related parties note disclosure detailing BCF schemes has been updated to reflect that the 'Equipment Contracts' is a 'lead commissioning arrangement' by the Council. This was incorrectly disclosed as being joint control.	✓
<b>Misclassification – Note H5 Capital Expenditure on HRA assets</b>	We identified a lack of consistency between Note H5 and the Useable Reserves and Capital Expenditure and Capital Financing notes. This has now been amended.	✓
<b>Disclosure – Note G2 Critical judgements in applying accounting policies</b>	Updated disclosures within note G2 and note G3 to ensure accurately and consistently disclosed judgements for why Performances Birmingham Limited and Birmingham Museums Trust Limited have been excluded from the Group on the grounds of lack of control.	✓
<b>Various</b>	In addition to the items identified above, a number of other minor changes have been made to the presentation of, and disclosures, within the accounts. This is to ensure consistency, enhance transparency and ensure compliance with the Code. None of these are deemed significant enough to bring to your attention individually	✓



# Audit Adjustments (continued)

## Impact of unadjusted misstatements

No unadjusted misstatements have been identified.

# Fees

We confirm below our final fees charged for the audit and provision of non-audit services.

Audit Fees	Proposed fee	Final fee
Council Audit	314,168	TBC
Objections from 2016/17		TBC
Grant Certification – Housing Benefits	17,594	TBC
Total audit fees (excluding VAT)	£331,762	£TBC

The proposed fees for the year were in line with the scale fee set by Public Sector Audit Appointments Ltd (PSAA). Our fees for grant certification covers only Housing Benefit subsidy certification, which falls under the remit of PSAA. Fees in respect of other grant work, such as reasonable assurance reports, are shown under 'Fees for other services'.

Note 47 of the financial statements shows £0.3m for 'fees payable with regards to external audit services'. This agrees to our disclosed audit fees table above. Note 47 also shows £0.1m for 'fees payable for the certification of grant claims and returns'. This is comparable to our non audit fees paid by BCC below. The Council have rounded this up so as not to show as NIL in the financial statements.

## Non Audit Fees paid by BCC

Fees for other services	Fees £
Audit related services:	
• Certification of grant claims excluding Housing Benefits (BCC element only)	23,250
Non-audit services	
• CFOi insights 2017/18	10,000
Total	33,250

## Group audit fees

These fees have not been disclosed separately in the notes to the group accounts.

Fees for other subsidiaries	Fees £
Acivico Limited	38,000
Innovation Birmingham Limited	22,800
West Midlands Growth Company Limited	13,900
Finance Birmingham Limited	7,000
NEC (Developments) PLC	35,000
PETPS (Birmingham) Limited	7,500
PETPS subsidiaries	20,000
Total	144,200

# Audit opinion

We anticipate we will provide the Council with a modified audit report.

## Independent auditor's report to the members of Birmingham City Council

### Report on the Audit of the Financial Statements

#### Opinion

##### Our opinion on the financial statements is unmodified

We have audited the financial statements of Birmingham City Council (the 'Council') and its subsidiaries, associates and joint ventures (the 'group') for the year ended 31 March 2018 which comprise the Comprehensive Income and Expenditure Statement, Movement in Reserves Statement, the Balance Sheet, the Cash Flow Statement, the Housing Revenue Account - Income and Expenditure Statement, the Movement on the Housing Revenue Account Statement, the Collection Fund Income and Expenditure Account, the Group Comprehensive Income and Expenditure Statement, Group Movement in Reserves Statement, the Group Balance Sheet, the Group Cash Flow Statement and all notes to the financial statements, including the Accounting Policies to the Core Financial Statements and the Group Accounts. The financial reporting framework that has been applied in their preparation is applicable law and the CIPFA/LASAAC code of practice on local authority accounting in the United Kingdom 2017/18.

In our opinion, the financial statements:

- give a true and fair view of the financial position of the group and of the Council as at 31 March 2018 and of the group's expenditure and income and the Council's expenditure and income for the year then ended;
- have been prepared properly in accordance with the CIPFA/LASAAC code of practice on local authority accounting in the United Kingdom 2017/18; and
- have been prepared in accordance with the requirements of the Local Audit and Accountability Act 2014.

#### Basis for opinion

We conducted our audit in accordance with International Standards on Auditing (UK) (ISAs (UK)) and applicable law. Our responsibilities under those standards are further described in the Auditor's responsibilities for the audit of the financial statements section of our report. We are independent of the group and the Council in accordance with the ethical requirements that are relevant to our audit of the financial statements in the UK, including the FRC's Ethical Standard as applied to public interest entities, and we have fulfilled our other ethical responsibilities in accordance with these requirements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

#### Emphasis of matter – completeness of equal pay contingent liability

We draw attention to the disclosures made in note 33 to the core financial statements (contingent liabilities and contingent assets) concerning the uncertain outcome of claims that may be received by the Council under the Equality Act. As stated in section 2 of the contingent liabilities disclosures in note 33, the Council has set aside a provision of £151.8m for claims received under the Equality Act, which incorporates all claims received and negotiations agreed to 28 February 2018. Whilst the provision reflects the forecast impact of claims made to date, there remain a number of uncertainties regarding any additional liabilities that the Council may face. There are uncertainties surrounding the volume and timing of any future claims and the determination of any settlements. Our opinion is not modified in respect of this matter.

#### Who we are reporting to

This report is made solely to the members of the Council, as a body, in accordance with Part 5 of the Local Audit and Accountability Act 2014 and as set out in paragraph 43 of the Statement of Responsibilities of Auditors and Audited bodies published by Public Sector Audit Appointments Limited. Our audit work has been undertaken so that we might state to the Council's members those matters we are required to state to them in an auditor's report and for no other purpose. To the fullest extent permitted by law, we do not accept or assume responsibility to anyone other than the Council and the Council's members as a body, for our audit work, for this report, or for the opinions we have formed.

#### Conclusions relating to going concern

We have nothing to report in respect of the following matters in relation to which the ISAs (UK) require us to report to you where:

- the Corporate Director, Finance & Governance's use of the going concern basis of accounting in the preparation of the financial statements is not appropriate; or
- the Corporate Director, Finance & Governance has not disclosed in the financial statements any identified material uncertainties that may cast significant doubt about the group's or the Council's ability to continue to adopt the going concern basis of accounting for a period of at least twelve months from the date when the financial statements are authorised for issue.

#### Overview of our audit approach

- Overall materiality: £43.8 million, which represents 1.5% of the group's gross total cost of services expenditure;
- Key audit matters were identified as:
  - Valuation of land and buildings (other land and buildings, council dwellings and surplus assets); and
  - Valuation of the pension fund net liability.
- We performed a full scope audit of the Council, targeted procedures on Birmingham City Propco Limited and analytical procedures on all the other non-significant components within the Group.



#### Key audit matters

Key audit matters are those matters that, in our professional judgment, were of most significance in our audit of the financial statements of the current year and include the most significant assessed risks of material misstatement (whether or not due to fraud) that we identified. These matters included those that had the greatest effect on: the overall audit strategy; the allocation of resources in the audit; and directing the efforts of the engagement team. These matters were addressed in the context of our audit of the financial statements as a whole, and in forming our opinion thereon, and we do not provide a separate opinion on these matters.

**Key Audit Matter – Group and Council**
**Risk 1 – Valuation of land and buildings (other land and buildings, council dwellings and surplus assets)**

The Council revalues its land and buildings on a rolling five year programme to ensure that the carrying value is not materially different from the current value or the fair value (for surplus assets). This represents a significant estimate by management in the core financial statements and group accounts.

Valuation of land and buildings is considered a significant estimate due to the size of the numbers involved (£4.7 billion) and the sensitivity of this estimate to changes in key assumptions.

We therefore identified the valuation of land and buildings (other land and buildings, council dwellings and surplus assets) as a significant risk, which was one of the most significant assessed risks of material misstatement.

**How the matter was addressed in the audit – Group and Council**

Our audit work included, but was not restricted to:

- Updating our understanding of the processes put in place by management to ensure that revaluation measurements are correct and evaluating the design of the associated controls;
- Evaluating management's processes and assumptions for the calculation of the estimate, the instructions issued to valuation experts and the scope of their work;
- Evaluating the competence, capabilities and objectivity of the valuation expert (the valuer);
- Discussing with the valuer the basis on which the valuation was carried out;
- Challenging the information and assumptions used by the valuer to ensure completeness and consistency with our understanding;
- Testing revaluations made during the year to ensure they were input correctly into the Council's asset register and correctly reflected in the financial statements; and
- Evaluating the assumptions made by management for those assets either revalued at the start of the financial year or not revalued during the year to determine how management has satisfied themselves that the current values (or fair values for surplus assets) at the year-end are not materially different to the carrying values per the financial statements.

The Council's accounting policy on valuation of land and buildings (other land and buildings, council dwellings and surplus assets) is shown in note 1.xi to the core financial statements and related disclosures are included in note 22 to the core financial statements and note G7 to the group accounts.

**Key Audit Matter – Group and Council**
**How the matter was addressed in the audit – Group and Council**
**Key observations**

We obtained sufficient audit assurance to conclude that:

- the basis of the valuation was appropriate and the assumptions and processes used by management in determining the estimate were reasonable; and
- the valuation of land and buildings disclosed in the financial statements is reasonable.

We identified that £50 million of in-year depreciation for council dwellings was incorrectly written out to the CIES on revaluation when this should have been accounted for as part of the overall revaluation increase recognised in the revaluation reserve. We also identified an error of £97 million in the accounting for the revaluation of council dwellings.

The impact on the comprehensive income and expenditure statement has been to increase net cost of services expenditure by £50 million and to increase the surplus on revaluation of property, plant and equipment assets by £147 million. These adjustments are subsequently reflected in the capital adjustment account and revaluation reserve.

The impact on the balance sheet has been to increase the net book value of property, plant and equipment by £97 million and to increase unusable reserves by £97 million.

**Risk 2 - Valuation of the pension fund net liability**

The Council's pension fund net liability, as reflected in its balance sheet as the net liability on defined pension scheme, represents a significant estimate in the core financial statements and group accounts.

The pension fund net liability is considered a significant estimate due to the size of the numbers involved (£2.6 billion in the Council's balance sheet) and the sensitivity

Our audit work included, but was not restricted to:

- Gaining an understanding of the processes and controls put in place by management to ensure that the Council's pension fund net liability was not materially misstated and evaluating the design of the associated controls;
- Evaluated the appropriateness of data provided for the purposes of the IAS19 actuarial valuation;
- Evaluating the competence, capabilities and objectivity of the

**Key Audit Matter – Group and Council**

of the estimate to changes in key assumptions.

We therefore identified valuation of the Council's pension fund net liability as a significant risk, which was one of the most significant assessed risks of material misstatement.

**How the matter was addressed in the audit – Group and Council**

actuary who carried out the Council's pension fund valuation;

- Testing the consistency of the pension fund asset and liability and disclosures in the notes to the core financial statements with the actuarial report from the actuary; and
- Undertaking procedures to confirm the reasonableness of the actuarial assumptions made by reviewing the report of the consulting actuary (as auditor's expert) and performing any additional procedures suggested within the report.

The Council's accounting policy on valuation of the pension fund net liability is shown in note 1.vi to the core financial statements and related disclosures are included in note 21 to the core financial statements.

**Key observations**

We obtained sufficient audit assurance to conclude that:

- the basis of the valuation was appropriate and the assumptions and processes used by the actuary in determining the estimate were reasonable; and
- the valuation of the Council's pension fund net liability disclosed in the financial statements is reasonable.

**Our application of materiality**

We define materiality as the magnitude of misstatement in the financial statements that makes it probable that the economic decisions of a reasonably knowledgeable person would be changed or influenced. We use materiality in determining the nature, timing and extent of our work and in evaluating the results of that work.

Materiality was determined as follows:

Materiality Measure	Group	Council
Financial statements as a whole	£43.8 million, which is 1.5% of the Group's gross total cost of services expenditure. This benchmark is considered the most appropriate because we consider users of the financial statements to be most interested in how it has expended its revenue and other funding.  Materiality for the current year is at the same percentage level of gross total cost of services expenditure as we determined for the year ended 31 March 2017, as we did not identify any significant changes in the Group or the environment in which it operates.	£43.6 million, which is 1.5% of the Council's gross total cost of services expenditure. This benchmark is considered the most appropriate because we consider users of the financial statements to be most interested in how it has expended its revenue and other funding.  Materiality for the current year is at the same percentage level of gross total cost of services expenditure as we determined for the year ended 31 March 2017, as we did not identify any significant changes in the Council or the environment in which it operates.
Performance materiality used to drive the extent of our testing	75% of financial statement materiality	75% of financial statement materiality
Specific materiality	None	£100,000 for senior officer's remuneration (including exit packages for senior officers) based on the fact that we consider the disclosures to be sensitive and of specific interest to the reader of the financial statements.
Communication of misstatements to the Audit Committee	£2.2 million and misstatements below that threshold that, in our view, warrant reporting on qualitative grounds.	£2.2 million and misstatements below that threshold that, in our view, warrant reporting on qualitative grounds.

The graph below illustrates how performance materiality interacts with our overall materiality and the tolerance for potential uncorrected misstatements.





#### An overview of the scope of our audit

Our audit approach was a risk-based approach founded on a thorough understanding of the group's business, its environment and risk profile and in particular included:

- Gaining an understanding of significant changes to the Group structure;
- Evaluation of identified components to assess the significance of each component and to determine the planned audit response based on measures of the materiality and significance of the component as a percentage of the group's current assets, total assets, current liabilities, total liabilities, equity and revenues. A full scope, targeted or analytical approach was taken for each component based on their relative materiality to the group and our assessment of audit risk;
- Full scope audit procedures on the Council, which represents 99.7% of the group's income and 99.5% of its group's total expenditure;
- Performing analytical procedures or targeted procedures on all non-significant components included in the group financial statements which make up the remainder of the group's income and total expenditure;
- Gaining an understanding of and evaluating the Council's internal control environment, including its financial and IT systems and controls; and
- Substantive testing of the income, expenditure and net assets for the Council. Testing undertaken covered 99.1% of group income and 99.3% of group expenditure.

#### Other information

The Corporate Director, Finance & Governance is responsible for the other information. The other information comprises the information included in the Statement of Accounts set out on pages 1 to 221 other than the group and Council financial statements and our auditor's report thereon. Our opinion on the financial statements does not cover the other information and, except to the extent otherwise explicitly stated in our report, we do not express any form of assurance conclusion thereon.

In connection with our audit of the financial statements, our responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the financial statements or our knowledge of the group and Council obtained in the course of our work including that gained through work in relation to the Council's arrangements for securing value for money through economy, efficiency and effectiveness in the use of its resources or otherwise appears to be materially misstated. If we identify such material inconsistencies or apparent material misstatements, we are required to determine whether there is a material misstatement in the financial statements or a material misstatement of the other information. If, based on the work we have performed, we conclude that there is a material misstatement of this other information, we are required to report that fact.

We have nothing to report in this regard.

#### Other information we are required to report on by exception under the Code of Audit Practice

Under the Code of Audit Practice published by the National Audit Office on behalf of the Comptroller and Auditor General (the Code of Audit Practice) we are required to consider whether the Annual Governance Statement does not comply with the 'Delivering Good Governance in Local Government: Framework (2016)' published by CIPFA and SOLACE or is misleading or inconsistent with the information of which we are aware from our audit. We are not required to consider whether the Annual Governance Statement addresses all risks and controls or that risks are satisfactorily addressed by internal controls.

We have nothing to report in this regard.

#### Our opinion on other matter required by the Code of Audit Practice is unmodified

In our opinion, based on the work undertaken in the course of the audit of the financial statements and our knowledge of the Council gained through our work in relation to the Council's arrangements for securing economy, efficiency and effectiveness in its use of resources, the other information published together with the financial statements in the Statement of Accounts for the financial year for which the financial statements are prepared is consistent with the financial statements.

#### Matters on which we are required to report by exception

Under the Code of Audit Practice we are required to report to you if:

- we have reported a matter in the public interest under section 24 of the Local Audit and Accountability Act 2014 in the course of, or at the conclusion of the audit; or
- we have made a written recommendation to the Council under section 24 of the Local Audit and Accountability Act 2014 in the course of, or at the conclusion of the audit; or
- we have exercised any other special powers of the auditor under the Local Audit and Accountability Act 2014.

We have nothing to report in respect of the above matters except on 30 July 2018 we made written recommendations to the Council in our Audit Findings Report under section 24 of the Local Audit and Accountability Act 2014 in relation to the Council's financial plans and reserve levels from 2018/19, its governance arrangements over financial monitoring and the Council's Place Directorate and its oversight of subsidiary bodies.

#### Responsibilities of the Council, the Corporate Director Finance and Governance and Those Charged with Governance for the financial statements

As explained more fully in the Statement of Responsibilities for the Statement of Accounts set out on page 17, the Council is required to make arrangements for the proper administration of its financial affairs and to secure that one of its officers has the responsibility for the administration of those affairs. In this Council, that officer is the Corporate Director, Finance & Governance. The Corporate Director, Finance & Governance is responsible for the preparation of the Statement of Accounts, which includes the financial statements, in accordance with proper practices as set out in the CIPFA/LASAAC code of practice on local authority accounting in the United Kingdom 2017/18, which give a true and fair view, and for such internal control as the Corporate Director, Finance & Governance determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, the Corporate Director, Finance & Governance is responsible for assessing the group's and the Council's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless the group or the Council lacks funding for its continued existence or when policy decisions have been made that affect the services provided by group or the Council.

The Audit Committee is Those Charged with Governance.

#### **Auditor's responsibilities for the audit of the financial statements**

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with ISAs (UK) will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

We are responsible for obtaining reasonable assurance that the financial statements taken as a whole are free from material misstatement, whether caused by fraud or error. Owing to the inherent limitations of an audit, there is an unavoidable risk that material misstatements of the financial statements may not be detected, even though the audit is properly planned and performed in accordance with the ISAs (UK). Our audit approach is a risk-based approach and is explained more fully in the 'An overview of the scope of our audit' section of our audit report.

A further description of our responsibilities for the audit of the financial statements is located on the Financial Reporting Council's website at [www.frc.org.uk/auditorsresponsibilities](http://www.frc.org.uk/auditorsresponsibilities). This description forms part of our auditor's report.

#### **Other matters which we are required to address**

We were appointed by the Audit Commission on 26 July 2012. The period of total uninterrupted engagement including previous renewals and reappointments of the firm is 6 years.

The non-audit services prohibited by the FRC's Ethical Standard were not provided to the group or the Council and we remain independent of the group and the Council in conducting our audit.

The following services, in addition to the audit, were provided by the firm to the Council after 1 April 2017 that have not been disclosed separately in the Statement of Accounts:

- Chief Finance Officer Insights (CFOi) subscription for 2017/18
- Skills Funding Agency return certification for 2016/17
- Illegal Money Lending Team return certification for 2016/17 and 2017/18
- Regional Growth Fund return certifications for the years of 2012/13 to 2016/17
- Pooling of Housing Capital Receipts return certification for 2016/17
- Teachers' Pensions return certification for 2016/17

Our audit opinion is consistent with the additional report to the Audit Committee.

## **Report on other legal and regulatory requirements - Conclusion on the Council's arrangements for securing economy, efficiency and effectiveness in its use of resources**

### **Adverse conclusion**

On the basis of our work, having regard to the guidance issued by the Comptroller and Auditor General in November 2017, because of the significance of the matters described in the basis for adverse conclusion section of our report, we are not satisfied that, in all significant respects, the Council put in place proper arrangements for securing economy, efficiency and effectiveness in its use of resources for the year ended 31 March 2018.

### **Basis for adverse conclusion**

In considering the Council's arrangements for securing efficiency, economy and effectiveness, we identified the following matters:

#### ***Budget Delivery and Reserves Management, as well as saving proposals (including the principles of the Future Operating Model) and Equal Pay***

The Council had demanding savings targets of £85.3 million in 2017/18 which included finding solutions for £14.4 million based mostly on savings achieved on a non-recurrent basis in 2016/17. The Council continued to under-deliver planned savings in 2017/18, again, in part due to the failure to deliver large savings plans such as the Future Operating Model (FOM), which under-delivered by £15.4 million in 2017/18, an under-delivery which was due to rise to £34.2 million in future years. As a result, the Council reported a 2017/18 revenue budget overspend of £4.9 million after the use of £63.1 million of reserves (£42.2 million of which was planned).

The Council's Business Plan 2018+ identifies continuing savings pressures, with a requirement of £117.0 million of savings to be delivered by the end of 2021/22, with 2018/19 (£52.9 million) and 2019/20 (£35.6 million) being the two years with the greatest savings demand.

The uncertainties surrounding the volume and timing of future equal pay claims and the determination of any settlements may also have an impact on the level of the Council's reserves.

These matters are evidence of weaknesses in proper arrangements for sustainable resource deployment in:

- planning finances effectively to support the sustainable delivery of strategic priorities and maintain statutory functions; and
- planning, organising and developing the workforce effectively to deliver strategic priorities.

#### ***Birmingham Independent Improvement Panel ('the Panel')***

The Secretary of State for Communities and Local Government appointed the Panel in January 2015 to oversee improvements in the Council's governance arrangements.

The Council has been working more closely with the Panel since the autumn of 2017 and the Panel, in conjunction with the Council, has written to the Secretary of State several times since 1 April 2017, most recently in June 2018.

The joint letter from the Panel and the Council in March 2018 recognised that the Council has experienced a number of changes in key leadership positions during the last year and still needs to address a number of significant financial challenges to achieve financial sustainability.

The joint letter from the Panel and the Council in June 2018 included a copy of the Council's Improvement Stocktake Report, which represents the Council's self-assessment against the Local Government Association's criteria for an effective organisation, underpinned by a suite of detailed corporate governance and service improvement plans. This demonstrates that the Council has not yet addressed the issues identified to drive improvement in its corporate governance and achieve financial sustainability in the context of significant changes within the Council's leadership team.

This matter is evidence of weaknesses in proper arrangements for informed decision making in acting in the public interest, through demonstrating and applying the principles and values of sound governance.

#### **Services for Vulnerable Children**

In May 2014 and November 2016 the Office for Standards in Education (Ofsted) issued reports which assessed the services as inadequate and identified a number of serious weaknesses in the Council's arrangements for looking after vulnerable children and young people.

The Ofsted monitoring visit undertaken in March 2018 highlighted that the Council has demonstrated that it has maintained and made some further improvements to the quality of social work practice since the last inspection. Further work remains to be done to ensure that practice is consistently good and that the best outcomes for all children are achieved on a timely and consistent basis.

This matter is evidence of weaknesses in proper arrangements for informed decision making and sustainable resource deployment in:

- acting in the public interest, through demonstrating and applying the principles and values of sound governance;
- managing risks effectively and maintaining a sound system of internal control; and
- planning, organising and developing the workforce effectively to deliver strategic priorities.

#### **Management of Schools**

Significant failings in the Council's management of schools were identified in a review by Peter Clarke in July 2014. Since this review the Council has taken and continues to take action to improve its management of schools through the implementation of its improvement plan.

As part of the assessment of schools governance improvement Birmingham Audit (internal audit) have been commissioned to carry out a programme of audits over a two year period. Their findings have continued to show that there are a range of governance issues to address across the schools visited. Specifically, 32 of the 87 schools audits (37%) undertaken by internal audit in 2017/18 were assessed as 'level 3' assurance (specific control weaknesses of a significant nature noted, and/or the number of minor weaknesses noted was considerable) and two schools (2%) were assessed as 'level 4' assurance (controls evaluated are not adequate, appropriate or effective, and/or risks are not being managed and it is unlikely that objectives will be met).

This matter is evidence of weaknesses in proper arrangements for informed decision making and sustainable resource deployment in:

- acting in the public interest, through demonstrating and applying the principles and values of sound governance;
- managing risks effectively and maintaining a sound system of internal control; and
- planning, organising and developing the workforce effectively to deliver strategic priorities.

#### **Responsibilities of the Council**

The Council is responsible for putting in place proper arrangements for securing economy, efficiency and effectiveness in its use of resources, to ensure proper stewardship and governance, and to review regularly the adequacy and effectiveness of these arrangements.

#### **Auditor's responsibilities for the review of the Council's arrangements for securing economy, efficiency and effectiveness in its use of resources**

We are required under Section 20(1)(c) of the Local Audit and Accountability Act 2014 to be satisfied that the Council has made proper arrangements for securing economy, efficiency and effectiveness in its use of resources. We are not required to consider, nor have we considered, whether all aspects of the Council's arrangements for securing economy, efficiency and effectiveness in its use of resources are operating effectively.

We have undertaken our review in accordance with the Code of Audit Practice having regard to the guidance on the specified criterion issued by the Comptroller and Auditor General in November 2017, as to whether in all significant respects the Council had proper arrangements to ensure it took properly informed decisions and deployed resources to achieve planned and sustainable outcomes for taxpayers and local people. The Comptroller and Auditor General determined this criterion as that necessary for us to consider under the Code of Audit Practice in satisfying ourselves whether the Council put in place proper arrangements for securing economy, efficiency and effectiveness in its use of resources for the year ended 31 March 2018.

We planned our work in accordance with the Code of Audit Practice. Based on our risk assessment, we undertook such work as we considered necessary to be satisfied that the Council has put in place proper arrangements for securing economy, efficiency and effectiveness in its use of resources.

#### **Report on other legal and regulatory requirements - Delay in certification of completion of the audit**

We cannot formally conclude the audit and issue an audit certificate in accordance with the requirements of the Local Audit and Accountability Act 2014 and the Code of Audit Practice until we have completed the work necessary to issue our Whole of Government Accounts (WGA) Component Assurance statement for the Council for the year ended 31 March 2018. We are satisfied that this work does not have a material effect on the financial statements or on our conclusion on the Council's arrangements for securing economy, efficiency and effectiveness in its use of resources for the year ended 31 March 2018.

In addition, we cannot formally conclude the audit and issue an audit certificate for the Council for the year ended 31 March 2018 in accordance with the requirements of the Local Audit and Accountability Act 2014 and the Code of Audit Practice until we have completed our consideration of an objection brought to our attention by a local authority elector under Section 27 of the Local Audit and Accountability Act 2014. We are satisfied that this matter does not have a material effect on the financial statements or on our conclusion on the



Council's arrangements for securing economy, efficiency and effectiveness in its use of resources for the year ended 31 March 2018.

Signature to be added

**Phil Jones**  
for and on behalf of Grant Thornton UK LLP, Appointed Auditor

The Colmore Building  
20 Colmore Circus  
Birmingham  
B4 6AT

31 July 2018



## REPORT OF THE LEADER

## BORDESLEY PARK AREA ACTION PLAN – PROPOSED SUBMISSION TO THE SECRETARY OF STATE

**1. Purpose of report:**

- 1.1 To seek approval of the Bordesley Park Area Action Plan (BPAAP) and accompanying Sustainability Appraisal and Consultation Statement – the Proposed Submission Documents prior to submission of the Plan to the Secretary of State.

**2. Background.**

- 2.1 The Bordesley Park Area Action Plan is being prepared to guide development and regeneration across a significant area to the east of Birmingham City Centre, including parts of the Nechells, Alum Rock, Bordesley and Highgate, Bordesley Green and Small Heath wards. The AAP will cover the period up to 2031 and will complement and support policies and proposals within the Birmingham Development Plan (adopted January 2017) which identifies the area as a focus for growth. Policy GA7 “Bordesley Park” of the BDP – sets out the key aims of delivering 750 new homes and up to 3000 new jobs within the area.
- 2.2 The Area Action Plan, once adopted, will be a Development Plan Document forming part of the Council’s Local Development Framework. Planning legislation requires that the plan is published for a six week consultation (publication period), during which time formal representations can be made on the Plan. The Pre-Submission version of the plan was approved for this purpose jointly by the then Deputy Leader and Strategic Director Economy and consultation took place between March and May last year. Cabinet noted the AAP and supporting documents on 31 July 2018 and referred it to City Council for approval prior to submission to the Secretary of State for Housing, Communities and Local Government which will enable its Examination in Public.
- 2.3 The production of the AAP has included the following:

Approval of an **Options Report** which set out the vision for Bordesley Park as a revitalised neighbourhood, delivering growth in a high quality urban environment. At the heart of this vision is the promotion of sustainable growth in terms of economic activity, jobs, housing numbers and community infrastructure. The report set out a range of possible options for a number of key areas of potential change and was the subject of wide ranging consultation between August and October 2011. This generated a large number of comments, broad support for the plan making process and significant interest in the options produced and issues identified. The consultation process also raised additional issues which were taken forward into the Preferred Options stage.

Approval of the **Preferred Options Report**, which set out proposals for the development of the Wheels site as a major new employment area, the promotion of a new residential neighbourhood at Cherrywood Road, the extension of both the Alum Rock and Coventry Road local centres and the promotion of development opportunities within each. Consultation on this took place between July and October 2013.

The **Pre-Submission Report** was published for a statutory 6-week period of public consultation between March and May 2017 which enabled further formal representations to be made. Following that consultation and further minor amendments, it will now be submitted to the Secretary of State.

Throughout the preparation of the plan, full consideration has been given to a range of sustainability issues and the Sustainability Appraisal (SA) has been an integral part of the plan making process. The SA is attached as Appendices 2A and 2B.

2.4 This Proposed AAP **Submission Report**– Appendix 1- responds further to the consultation undertaken to date. It continues to emphasise the vision for a revitalised neighbourhood, and sets out four overarching development principles which will guide new development across the area. These comprise:

- **Growth** – accommodating demand for new housing with a target of 750 homes and community and education facilities to meet the requirements of the growing population. Attracting and retaining high quality local employment opportunities with a target of up to 3,000 new jobs and apprenticeships across a range of skills and types.
- **Connectivity** – improving linkages across the area and with the city centre and other centres of activity including the promotion of Metro between the city centre and the Airport/NEC/HS2 Interchange and other public transport initiatives and walkability.
- **Local Character** – Enhancing environmental quality within the area including making the most of existing assets; promoting high quality design and community safety in new development; and developing a network of green infrastructure.
- **Sustainability** – creating a low carbon green economy as part of Birmingham's overall ambition for a 60% reduction in carbon emissions by 2027.

2.5 A set of preferred land use proposals has been developed for the areas which present the greatest opportunity for change. These are outlined below and are covered in more detail in The AAP Submission Report attached at Appendix 1.

- **The Wheels Site & Environs** - the promotion of new industrial and employment opportunities, creating a high quality employment site of up to 24 ha in an improved environment. Proposals will be subject to significant land remediation works and the successful relocation of a number of existing occupiers. Adjoining industrial premises provide significant opportunities for improvement or further employment-led development linked to the proposed Metro route through the area.
- **Cherrywood Road** – the creation of a new residential environment with improved community facilities and local environment, with opportunity for an improved local centre and transport infrastructure including rapid transit along Bordesley Green.
- **Adderley Park** - an improved residential environment and supporting employment and community uses, focussed around the park.
- **Alum Rock Road Local Centre** - investment encouraged within the centre and expansion to accommodate the growth of local centre uses to the east.
- **Small Heath Local Centre** - support for investment in the centre, and the creation of a gateway including new development to define the western end of the centre.

2.6 The Neighbourhoods section of the document divides the plan area into six neighbourhoods and considers the opportunity for smaller scale changes including the development of smaller sites (particularly for housing), public realm enhancements, extensions to school sites and wider consideration of education needs and connectivity improvements.

- 2.7 A number of transportation improvements are suggested or proposed across and adjacent to the area including improvements to local rail services, stations and the Camp Hill Chords, improved walking and cycling routes, works to ring road junctions and the implementation of HS2. In particular, rapid transit routes are proposed including Metro between the City Centre and the Airport/NEC/HS2 Interchange Station, which could run along Cattell Road and Bordesley Green and SPRINT which could run along the A45. As the AAP is progressed there will be issues with the relocation of a number of existing occupiers and operators that will need to be satisfactorily addressed to enable proposals to be taken forward. This particularly relates to the Wheels site where a number of existing leisure uses will require relocation in order that the site is brought forward for employment purposes.
- 2.8 There has been significant consultation undertaken on the emerging plan over a number of years and this is summarised in the Consultation Statement attached as Appendix 3. The last stage of consultation was that on the Pre-Submission Report, with the current Submission Report resulting from a review of the comments received. A wide range of submissions were received from both statutory and general consultation bodies and organisations and individuals from within and beyond the plan area.
- 2.9 Highways England, Transport for West Midlands, the Environment Agency and West Midlands Police made a number of supportive comments, whilst Sport England referred to the need for further assessment of the plan's proposals for the Wheels site within the context of the National Planning Policy Framework. A number of additional comments, including objections, related to the Wheels site – including from the Licensees and a number of occupiers and site users. The AAP continues to propose employment development of this site and refers to the land being designated as Core Employment Area and the replacement provision elsewhere and/or consolidation of facilities which mirrors the policies of the adopted BDP. A large number of comments were received from the general public – mainly through the consultation exhibitions. These included general support for the plan, job creation and delivery of new housing, although the resolution of traffic and environmental issues and the safeguarding of existing businesses were also raised.
- 2.10 The preparation of Local Development Plan Documents – such as Area Action Plans – is a non-executive function and therefore has to be approved by Full Council. Approval is now sought to the AAP, Sustainability Appraisal and Consultation Statement prior to submission to the Secretary of State.
- 2.11 Following submission of the plan, an Inspector will be appointed to hold an Examination in Public and issue a “binding report”. The Plan will then take into account any recommendations and it will be brought back to Full Council for formal adoption.

### **3. Motion**

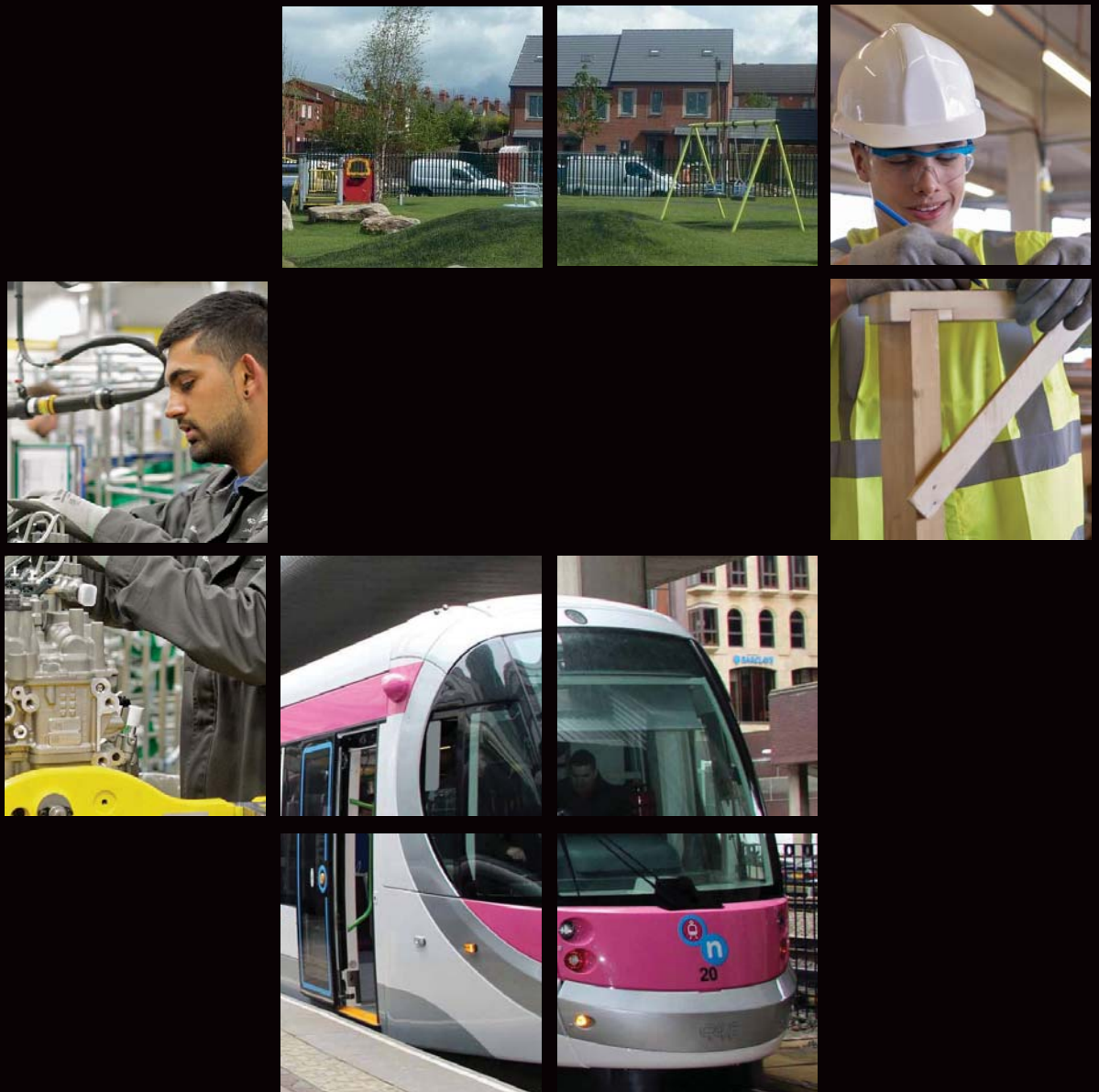
- 3.1 That the City Council approves the Bordesley Park Area Action Plan and accompanying Sustainability Appraisal and Consultation Statement for submission to the Secretary of State for Housing, Communities and Local Government in accordance with this report.

## **Appendices**

- Appendix 1 Bordesley Park Area Action Plan Submission Report July 2018.
- Appendix 2A BPAAP Sustainability Appraisal (2017).
- Appendix 2B BPAAP Sustainability Appraisal Addendum (2018)
- Appendix 3 BPAAP Consultation Statement.
- Appendix 4 BPAAP Equalities Assessment.

## **Background papers**

- The National Planning policy Framework (2018)
- The Birmingham Development Plan (2017)
- Bordesley Park Area Action Plan Options Report (August 2011),
- Bordesley Park Area Action Plan Preferred Options Report (July 2013)
- Bordesley Park Area Action Plan Pre-Submission Report (February 2017).



# Bordesley Park Area Action Plan

## Submission Report

July 2018

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# Foreword

This is the Bordesley Park Area Action Plan (AAP) Submission Report - the next stage in the development of the strategic plan which will drive forward the regeneration of the area to the immediate east of the City Centre.

The location of the area at the gateway to the City Centre offers real opportunities. The regeneration of Bordesley Park will complement proposals for long term transformational change already set out in the Big City Plan and nearly £2 billion of public sector investment including Birmingham City Centre Enterprise Zone, Birmingham Gateway New Street Station, Birmingham Curzon Masterplan for Growth and the development of Paradise Circus.

Just as importantly, there is the potential for the whole of East Birmingham, including the AAP area, to benefit from the investment and growth associated with HS2. As well as development at Curzon Street Station and the High Speed Rail College in the City Centre, growth at UK Central including the proposed Interchange Station and expansion of the airport will be increasingly accessible thanks to a package of infrastructure improvements including Metro.

The AAP, alongside the East Birmingham Prospectus for Growth, will therefore provide the catalyst for the transformation of the area, including parts of Washwood Heath, Bordesley Green, Bordesley Village and Small Heath, over the next 13 years, to 2031. I believe that it will create the right conditions to bring forward major development opportunities which will contribute to the city's growth, and maximise the benefits of wider growth for the residents and businesses of the area.

The plan will also facilitate change and deliver benefits at the neighbourhood level. The Bordesley Park area is home to a young, diverse and vibrant community, who should benefit from the range of new employment and residential opportunities the AAP can deliver.

This Plan has been produced in partnership with you – local residents, businesses, and the development community – to ensure that it meets your needs and aspirations. We will continue to work with you all in bringing forward the proposals set out in the Plan and delivering a positive future for the Bordesley Park area.



Councillor Ian Ward  
Leader  
Birmingham City Council



# 6 Introduction

The Bordesley Park Area Action Plan (AAP) covers an area of around 580 hectares 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 has provided the opportunity to work with a range of local stakeholders to build upon this area's assets and set out a plan which will deliver:

- A focus for growth including a wide range of employment opportunities for local people.
- High quality housing suitable for the needs of existing and new communities.
- Attractive and thriving local centres.
- 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.

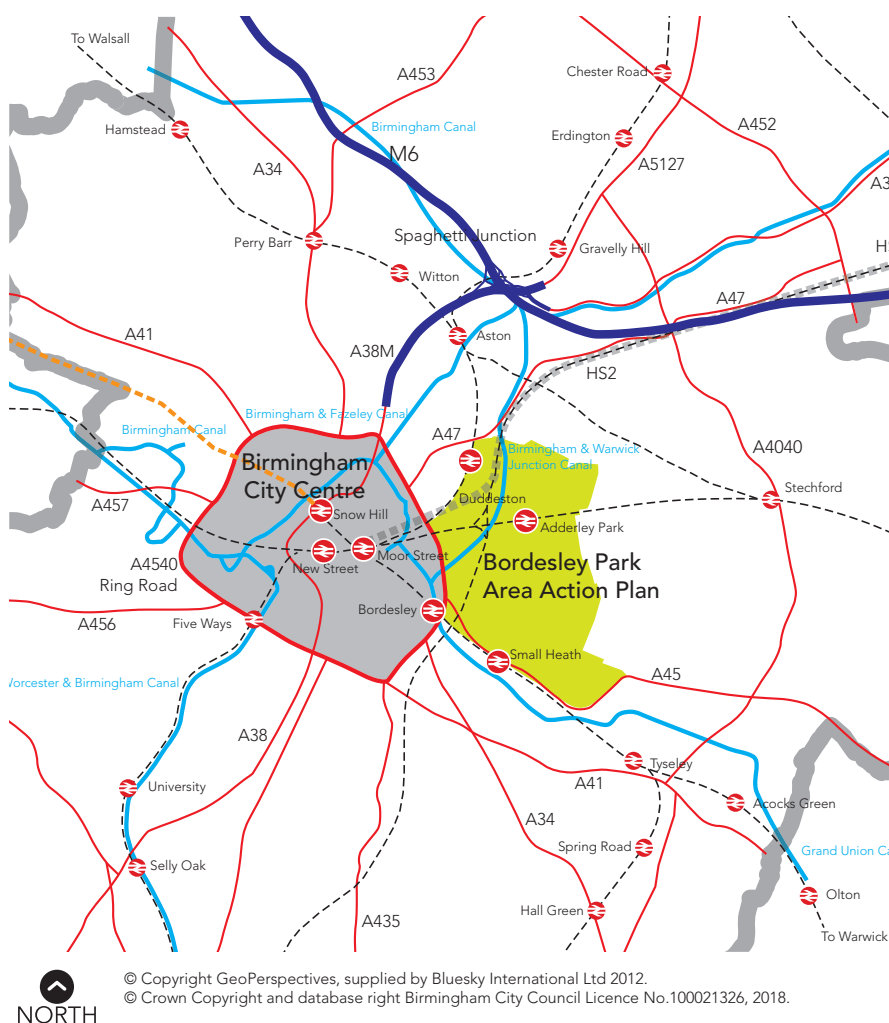
The AAP is a statutory land use plan that:

- Sets out a vision for the area.
- Establishes objectives, principles and opportunities which will deliver the vision.
- Sets out land use proposals to guide development up to 2031.
- Shows how the proposals for the area link to and build upon other strategies, plans and guidance to help to achieve local aspirations and wider objectives.
- Acts as a tool to promote the area to potential investors and developers.

## Status of the AAP and its relationship with other plans

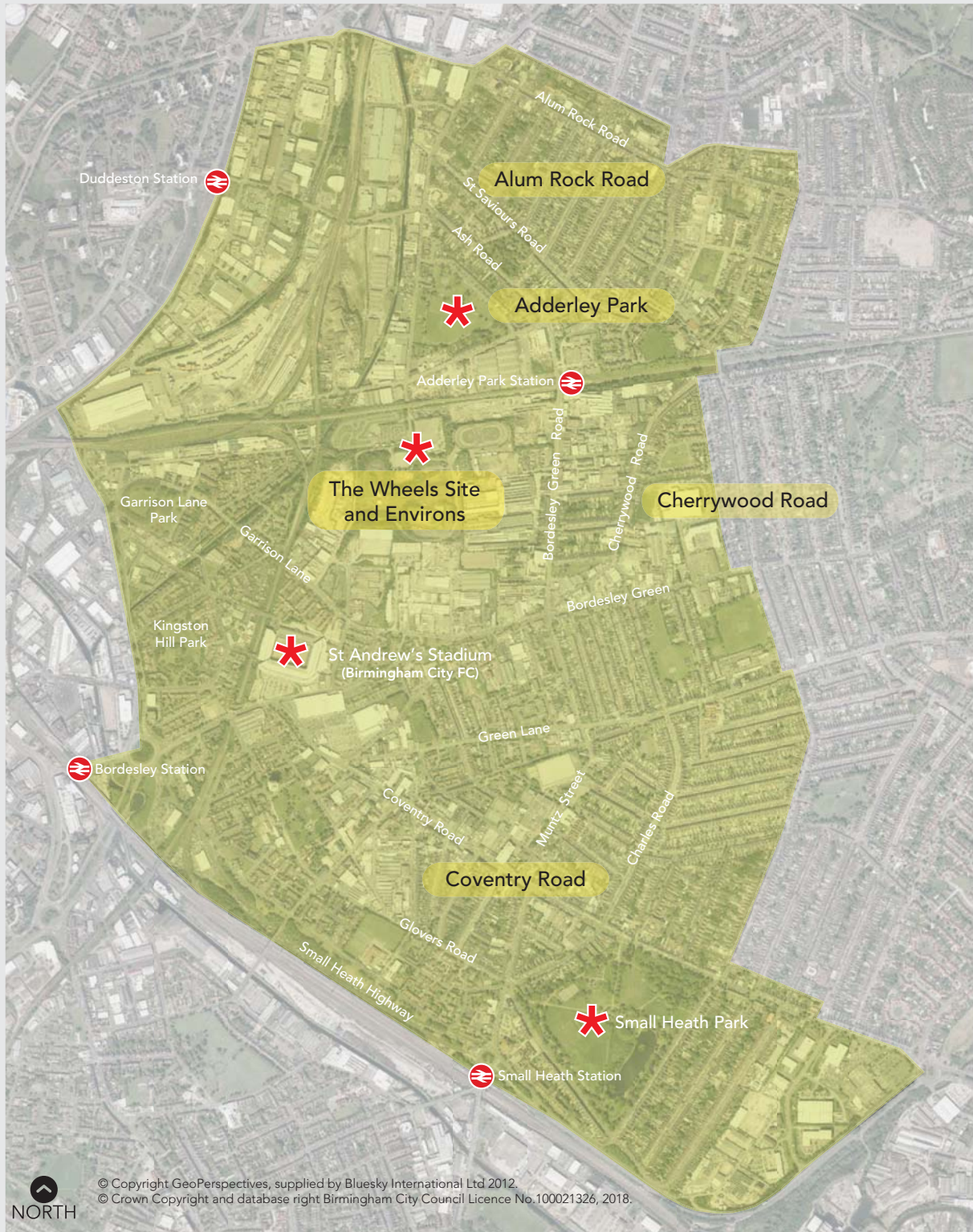
Once adopted, the AAP will form part of the Local Development Framework (LDF) and will be a formal Development Plan Document, which has statutory plan status. As such it will be a material consideration in the determination of future planning applications and development proposals, and provide more detailed planning policies for the area.

The Birmingham Development Plan (BDP) was adopted in January 2017 and sets out a spatial vision and a strategy for the sustainable growth of Birmingham up to 2031, and will be used to guide decisions on planning, development and regeneration activity over this period. The BDP now largely replaces the majority of the former Unitary Development Plan which had provided the city-wide planning policy framework for the city since 1993.



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Plan 1 Location plan



Plan 2 Area Action Plan boundary



The BDP identifies two regional development sites of 20 and 25 hectares, an employment site of 71 hectares at Peddimore to be removed from the Green Belt, and a requirement for a minimum five year reservoir of 96 hectares of land for employment use. Through the BDP, land at the Wheels site has now been designated as Core Employment Land and is a key part of the city's growth strategy to deliver industrial land and job opportunities. Bordesley Park is identified within the BDP as one of the key areas within the city that will make a significant contribution towards delivering growth. Bordesley Park forms Growth Area 7 (policy GA7) and includes targets of delivering 750 new homes and up to 3000 new jobs. The BDP's delivery plan indicates the delivery of the development opportunity at Wheels to be between 5 and 10 + years.

### Relationship with Other Plans and Programmes

The AAP has been prepared in the context of a range of existing and emerging plans, policies and programmes. The principles and proposals have been drawn up and considered against a wider spatial context including guidance within the National Planning Policy Framework (NPPF) and the BDP. It will also complement and be consistent with policies and proposals within the Birmingham Local Development Framework and the Big City Plan (the master plan for the development of the City Centre).

The key planning and regeneration policies and programmes that affect the area are as follows:

- National Planning Policy Framework.
- The Local Development Framework including the retained elements of the UDP, Birmingham Development Plan, Statement of Community Involvement, and adopted and emerging Supplementary Planning Documents and guidance.
- The Big City Plan and the Birmingham Curzon HS2 Masterplan for Growth and the Midlands HS2 Growth Strategy (produced by the Greater Birmingham and Solihull Local Enterprise Partnership)
- Birmingham's Sustainable Community Strategy.
- Birmingham's growth agenda including the East Birmingham Prospectus for Growth.
- Birmingham Connected Birmingham's 20-year transport strategy.
- West Midlands Combined Authority Movement for Growth

The AAP is being progressed so that it is consistent with national policy; justified and supported by an up to date evidence base; and importantly contains policies and proposals which will be both deliverable and effective in transforming the area. More detail is provided in Appendix A.

### The process for preparing the AAP

Government guidance on the preparation of Area Action Plans is set out in the National Planning Policy Framework (NPPF) and the Town and Country Planning (Local Planning) (England) Regulations 2012. These identify four main stages of preparation, alongside which a Sustainability Appraisal (SA), incorporating Strategic Environmental Assessment (SEA), is required. The stages for the Bordesley Park AAP – including the key activities at each point – are set out in the table below. This report represents the conclusion of Stage 2 - the submission of the AAP to the Secretary of State.

This document is the submission version of the Bordesley Park Area Action Plan - the version of the Plan which will be submitted to the Secretary of State for Housing, Communities and Local

Government for Examination in Public. It is based on the results of the public consultation undertaken on the Bordesley Park Options Report between August and October 2011, the Preferred Options Report between July and October 2013, the Pre-Submission Report between March and May 2017 as well as further technical work.

Birmingham has been confirmed as the host city for the 2022 Commonwealth Games, a bid that was strongly supported by the City Council, neighbouring authorities, Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP), West Midlands Combined Authority, the Midlands Engine for Growth and National Government. Hosting the games will have a significant positive impact on the city and regional economy – generating in excess of £390 million GVA and thousands of jobs as well as bringing significant social and cultural benefits. The potential worldwide coverage of the event will benefit the image of the city and region and future investment.

The games will be focussed at a refurbished and expanded Alexander Stadium at Perry Barr with an Athletes' Village at the former BCU campus. Other existing venues will be used for the majority of events with a small number of new facilities having to be provided. None of these will impact upon the land use proposals set out in the AAP.

AAP Documentation		Sustainability Appraisal	Milestones	Community/Stakeholder Engagement	
Stage 1 Early Analystist	Baseline report setting out current conditions in the area and, where relevant, their likely evolution.	<b>Sustainability Appraisal (SA) Scoping Report</b> including sustainability indicators against which the draft policies and proposals were to be appraised.	Formal commencement of AAP Oct 2009  Consultation on draft SA Scoping Nov 2009	Consultation with statutory consultees drew a number of responses which were incorporated into the next stage of the SA. Ongoing engagement with stakeholders to identify key issues and develop proposals.	Work completed to date
	<b>Options Report</b> Report setting out proposed vision and objectives, identifying potential key areas of change, and presenting a range of options for each of these areas.  <b>Preferred Options Report</b> Revised report responding to outcomes of consultation, SA and further technical work, setting out proposed vision, objectives, and preferred approach.	<b>Options SA Report</b> Independently produced report examining the vision, objectives and options against the agreed sustainability indicators.  <b>Preferred Options SA</b> Independent revision of SA reflecting the Preferred Options against the agreed sustainability indicators.	Consultation on Options Report Aug-Oct 2011  Consultation on Preferred Options Aug-Oct 2013	Period of non-statutory consultation carried out to engage stakeholders in the process. Consultees included those required under the regulations. The consultation period was publicised locally, online and through direct communication. A series of public exhibitions were held to enable local people to respond. Responses were considered in the production of the Preferred Options Report.  Statutory consultation on the Preferred Options in line with the regulations. This included online consultation, exhibitions and meetings. The nature of key responses is summarised in the relevant chapters of this document.  Subsequent consultation on the associated SA.	
Stage 2 Producing the Plan	<b>Pre-Submission Report</b> This report – a consultation document identifying proposals, based on the Preferred Options Report and reflecting responses to previous consultation, further technical work etc.	<b>Pre-Submission SA</b> Independent revision of SA reflecting the Pre-Submission Report against the sustainability indicators.	Consultation on Pre-Submission Report and SA 2017	Statutory consultation ahead of submission to Secretary of State.	Current Stage
	<b>Submission Document</b> Version of the plan for submission to the Secretary of State for examination.	Submission to Secretary of State	2018	Representations and participation in examination.	
Stage 3 Examination			Pre-examination meeting 2018/2019  Independent examination 2019		Future Milestones
Stage 4 Adoption			Receipt of Inspector's Report 2019  Adoption of Area Action Plan 2019		

# Context

The AAP area has a population of just under 35,000 (2016 population estimates). This is up 2.9% since 2011 and 5.6% since 2001. The age profile of the AAP area is notably younger than that of both Birmingham as a whole and England; the proportion of the population that are children is 31% compared with a city wide average of 22.8%. Almost half of the population of the AAP area is of Pakistani origin, and more than 10% Bangladeshi. An increasing proportion of people (5.3% in 2011 compared with 0.8% in 2001) are from African backgrounds.

The worklessness rate in the plan area is persistently higher than in the city as a whole, although the gap has fallen from more than 5 percentage points in 2009 to 1.6 percentage points in 2016, so that in November 2016, the Worklessness rate across the four wards within which the plan area falls was between 14.3% and 16.5%; the citywide rate was 13.7%.

Within the AAP area there is a mixture of residential, mixed use and industrial neighbourhoods as well as large local centres at Coventry Road and Alum Rock Road. These neighbourhoods and their individual characteristics are outlined in more detail in the 'Neighbourhoods' section.

The areas of employment land within and near to the AAP area are of poor quality and do not generally meet the needs of new and growing employers. There is potential to improve some of the existing employment areas, as set out in this plan. However, there remains a shortage of quality employment land here, and across the city as a whole, as evidenced by the Employment Land Review carried out to support the Birmingham Development Plan.

There are a number of formal parks, such as Small Heath Park, and smaller areas of incidental open space within the area, as well as linear green/blue space along the Birmingham and Warwick Junction Canal. The Cole Valley Linear Open Space falls just outside the AAP area to the east. However it is recognised that the overall

environment of significant parts of the area is in need of improvement. Leisure facilities located within the area include St Andrew's, the home of Birmingham City Football Club, the wheeled activities at Birmingham Wheels Park (including a 400m oval stock car racing track, karting track, off road facilities and a speed skating track), and Small Heath Leisure Centre.

The area is dominated by significant transport corridors including major rail lines, the ring road (A4540) and the A45 which connects the City Centre with Birmingham Airport and the NEC. The proposed route for the High Speed 2 (HS2) rail line, promoted by Government, also runs through the area to a new rail station at Curzon Street within the Eastside Quarter of the City Centre. These routes impact not only on the urban environment but also on pedestrian connectivity within the area and with adjacent neighbourhoods (including across the ring road to the City Centre).

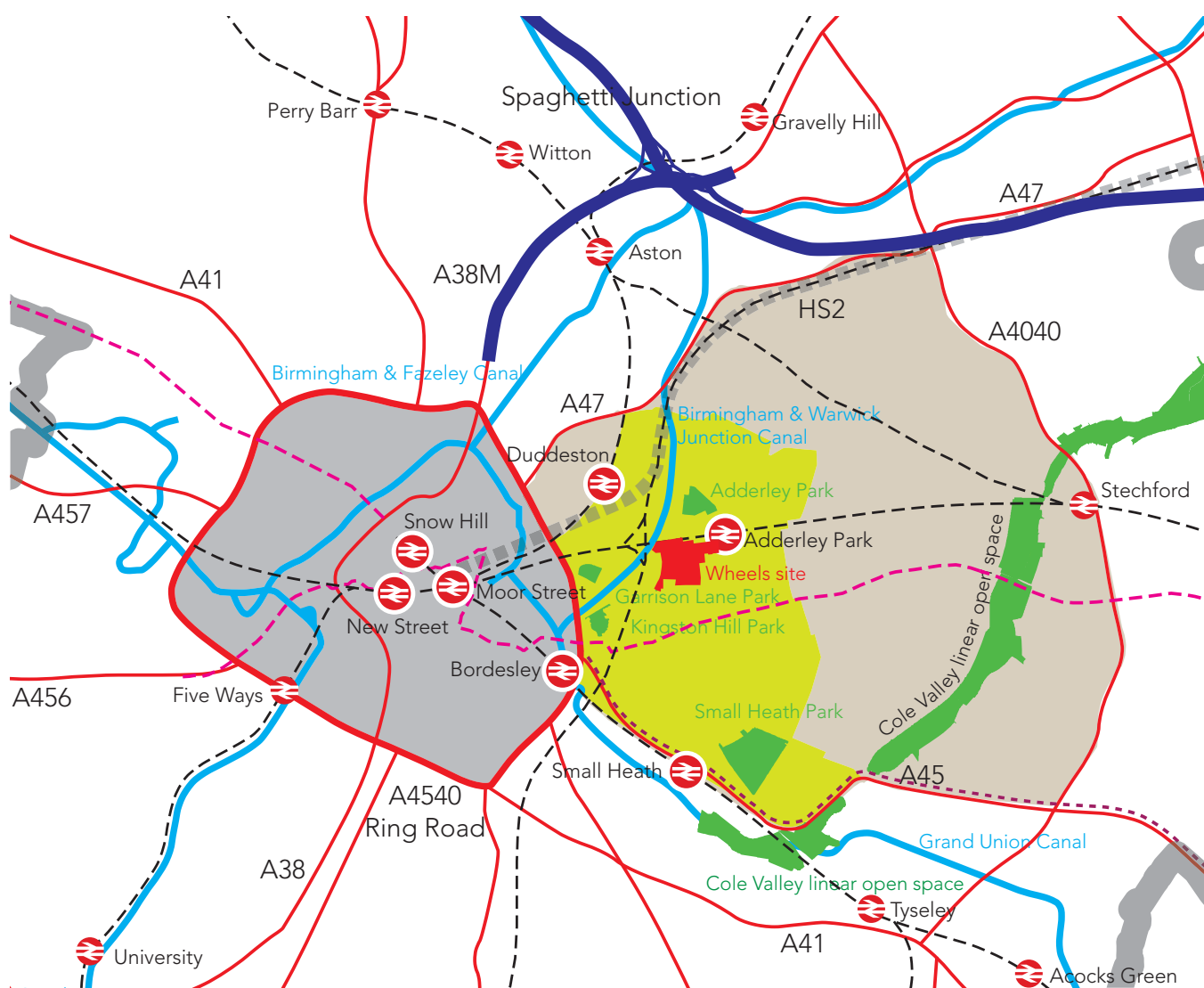
Its location between the City Centre and UK Central (the area including Birmingham Airport and the proposed High Speed 2 Interchange in Solihull) presents significant economic opportunities for Bordesley Park.

The growth of the City Centre as outlined in the Big City Plan and the Birmingham Curzon HS2 Masterplan, when coupled with enhanced economic, social and physical connections with the City Centre, will make the area more attractive to investors, developers,

businesses and residents who can capitalise on the new development, investment and jobs generated - especially at Eastside.

The area will be affected by the construction and operation of the HS2 line. Although it is the Vauxhall area which is directly affected, the impact of the line will be felt more widely within the AAP area as Saltley Viaduct will be closed for a period during construction, and changes to the ring road to accommodate the route will impact on traffic. Particular issues are addressed in the relevant sections of this document.





### Key

- |                                 |                                 |        |
|---------------------------------|---------------------------------|--------|
| Birmingham City Centre          | A38 M, Spaghetti Junction & M6  | HS2    |
| Bordesley Park Area Action Plan | Strategic Highway Network (SHN) | Canals |
| Wider Area of Influence         | Metro                           |        |
| Green space                     | Sprint                          |        |



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Plan 4 Local context

# Development vision and principles

We have defined an aspirational and challenging vision and accompanying series of objectives for the AAP. These are set out below, and form a framework for the proposals presented in the following chapters.

## Vision

The vision for Bordesley Park is:

**A revitalised neighbourhood, delivering growth in a high quality urban environment.**

Four objectives have been defined to support the delivery of this vision:

1. For Bordesley Park to become a focus for sustainable growth in terms of economic activity, housing and community infrastructure.
2. For Bordesley Park to benefit from improved linkages within and across the area to the City Centre and other centres of activity.
3. For the character and quality of the environment across the whole of Bordesley Park to be improved.
4. To ensure a sustainable future for Bordesley Park, and for the area to make a positive contribution to the City's sustainability targets.

The remainder of this chapter sets out a series of principles which will be applied to ensure that these objectives are achieved. The principles then flow into the opportunities – and associated proposals – identified in the following chapters. These are underpinned by a clear evidence base and are deliverable.

## Growth

Bordesley Park has the potential to play a significant part in delivering growth and sustainable development to support the city's growing population.

The BDP sets the context for growth, and promotes positive change in East Birmingham including the development of rapid transit routes, improved links through the area to the City Centre and Birmingham Airport, and the development of sustainable neighbourhoods at Bordesley Park and 'the Eastern Growth Triangle' (comprising Stechford, Meadway and Shard End).

The AAP supports this by moulding Bordesley Park into an increasingly sustainable neighbourhood.

Bordesley Park is identified as Growth Area 7 Bordesley Park within the BDP, which emphasises the overall growth targets of 750 new homes and up to 3000 new jobs.

## Employment

The provision of sufficient land to enable a diverse economic base is vital to a sustainable economy. There is a shortage of land, and particularly of high quality readily available land, for employment uses in the city, which needs to be addressed.

The AAP area includes a range of existing employment areas, including Core Employment Land (as identified in the BDP) at Vauxhall and Small Heath Business Park. Investment and improvements to the environment in these areas is promoted, alongside the creation of major new employment

## Principle 1: Growth

To promote growth in the AAP area, with a presumption in favour of sustainable development, by supporting proposals which:

- Provide the right conditions for growth, diversification and enhanced competitiveness to secure the economic revitalisation of the area and support a target of creating up to 3000 new jobs. This will include bringing forward land for significant employment development opportunities at the Wheels site, and promoting existing industrial areas at Vauxhall and Small Heath.
- Enhance and develop thriving local centres by supporting their niche market position and providing a strong retail offer and range of services. Alum Rock Road, Bordesley Green and Coventry Road are identified as key centres for investment and additional development and growth.
- Enhance the quality and range of the housing offer within the area, including the delivery of up to 750 new homes to meet existing and future housing needs, improvements to existing housing stock, and measures to bring vacant properties into residential use. The Cherrywood Road area is identified as having the greatest potential for new residential development.
- Improve access to high quality leisure, community and educational facilities and infrastructure.
- Maximise development opportunities along main transport routes, particularly along the proposed Metro line and at its stops, at transport hubs and within and adjacent to local centres.

uses at the Wheels site (see Key Opportunity 1: The Wheels Site and Environs). These will provide much needed employment opportunities for local people. There are also smaller clusters of employment uses in local centres and historical industrial sites across the area; the 'neighbourhoods' section of this plan identifies where interventions in relation to change of use or measures to minimise impact are supported.

### Local Centres

Local centres at Alum Rock Road and Coventry Road are identified

in the BDP as district centres, and as such the preferred locations for retail, office, leisure and community facilities. These centres provide a range of shops and services which are reflective of the local community. Development which contributes to the diversity and vitality of these centres, as well as improvements to accessibility and environment, is promoted (see Key Opportunities 4 & 5). Improvements to the environment of other local centres and parades will also be supported.

## Housing

A range of housing types and tenures is required to meet the needs of the community, including affordable housing, large family housing, and properties suitable for elderly and disabled people. The Cherrywood Road area offers the greatest potential for new housing (see Key Opportunity 2: Cherrywood Road), with a number of smaller opportunities identified across the area. Measures to improve existing housing, replace that which is beyond repair, and bring vacant properties and sites back into use – including the use of the City Council's compulsory purchase powers – will also be supported.

The City Council will work with landowners and developers to bring sites forward, and identify new housing opportunities. This will include the annual review of the SHLAA - originally prepared as part of the evidence base for the BDP. Bringing vacant properties back into use and windfall housing opportunities will also contribute to housing growth.

## Community Infrastructure

Access to high quality leisure, community and education facilities is vital to the creation of a sustainable neighbourhood. Protecting, enhancing, and promoting the use of parks, sports pitches and local open spaces which form part of a wider green infrastructure network will be key. There is a demand for community and religious facilities which can meet the changing needs of the growing population. These should be accommodated in accordance with the City's adopted Places of Worship SPD.

A shortage of school places has been identified and, given the young and growing population within the area, proposals are included to provide for additional school places.

The existing leisure facilities in the area provide an important offer for local people as well as attracting visitors. Improvements to provision of and access to leisure uses will be supported. Where proposals have the potential to affect the

operation of or necessitate the relocation of existing sports and leisure uses, including at the Wheels site, the Council will work to ensure appropriate support to help them to continue. St. Andrew's Stadium, home of BCFC, is a major visitor attraction and the stadium and its surroundings have scope for enhancement.



Small Heath Park



## Connectivity

Birmingham has set out its vision of a transport system which puts the user first and delivers the connectivity that people and businesses require (Birmingham Connected, 2014, see Appendix A). This includes faster, safer and healthier travel and using transport as a catalyst to invest in the fabric of the city. It also uses the transport system as a way of reducing inequalities across the city by providing better access to jobs, training and education, and removing barriers to mobility.

The AAP promotes a sustainable and efficient transport network in keeping with this vision with improved public transport, walking and cycling connections.

### Public Transport

The following measures have been identified as important in improving the public transport offer in the area:

- Working with Network Rail, the train operating companies and the devolved local rail franchise through West Midlands Rail to improve the quality, capacity and frequency of rail services in the area including the general environment of and connections to Adderley Park, Small Heath and Duddeston stations.
- HS2, which although it will not have stations within the AAP boundary will be easily accessible from the area and will greatly increase travel opportunities. Associated with HS2, a package of local and city-wide transport connectivity improvements will improve the local public transport offer.
- Supporting the delivery of two high quality rapid transit routes through the area; one a high quality bus (SPRINT) route along the A45, and the other a Metro route through the heart of the Eastern Corridor. The alignment of the Metro route is still being developed but in line with the East Birmingham Prospectus for Growth currently extends from the City Centre along

## Principle 2: Connectivity

To improve linkages within and across the area to the City Centre and other centres of activity, connecting local residents and businesses with economic opportunities by supporting and promoting proposals which:

- Enhance public transport across the area including the promotion of rapid transit routes along Bordesley Green (Metro) and the A45 (SPRINT) as well as improved local rail and bus services.
- Better manage traffic and congestion within the area.
- Encourage more walking and cycling within the area reducing transport's impact on the environment thereby improving air quality, reducing carbon emissions and improving road safety.

Kingston Road, Cattell Road and Bordesley Green to Heartlands Hospital, Meadway and then on to the airport. As the business case for the route is developed this route will be thoroughly examined including the evaluation of alternative options and could be refined and revised further.

- Working with Transport for West Midlands and bus operators to improve bus services within the area making them more reliable and attractive for users. This will include improving public transport interchanges, ticketing, travel information and 'way finding' to make public transport more convenient and simpler to use.
- investigating opportunities for park and ride.

### Managing Traffic & Congestion

It is recognised that car use, and in particular the use of vehicles for business purposes, will remain important in the area. Measures to reduce congestion, improving journey times and reducing emissions, and to reduce the dominance of traffic are supported including:

- Management of traffic and road space, including Urban Traffic Management and Control (UMTC), Intelligent Transport Systems (ITS), and other digital technologies, considering road space allocations to best meet the needs of users.
- Enhancing the A45 to tackle congestion and improve the general environment of this important road corridor.



Metro

- Improving key junctions on the ring road, in particular Bordesley Circus and Garrison Circus. Both junctions are set to be significantly redesigned with surface level crossings.
- Tackling localised congestion, improving pedestrian safety and enhancing the environment of the main linear routes through the area (including Coventry Road, Garrison Lane, Bordesley Green and Alum Rock Road). 20 mph zones will be introduced in key areas including local centres.
- Seeking opportunities to improve car parking, particularly provision of off road parking within local centres such as Alum Rock Road and Coventry Road, and general parking provision within residential areas.
- Addressing the parking and congestion issues around St Andrew's Football Stadium on match days.
- Exploring the potential for new transport technologies, including electric charging points on key routes.

### Walking & Cycling

Improving and expanding the network of walking and cycling routes through the area is essential in terms of connectivity and in promoting associated health benefits. Safe, attractive and legible routes are required.

The ring road carries large volumes of traffic and is a barrier to pedestrian movement separating the communities of East Birmingham from the City Centre; particular emphasis will be placed on improving these connections. Walking routes within the area, accessing local facilities, are also important.

Birmingham's 'Cycle Revolution' will improve cycling facilities within a 20-minute cycling time of the City Centre, including improvements to 95km of existing routes and the creation of 115km of new cycle

routes, with the aim of making cycling an everyday way to travel in Birmingham over the next 20 years. A target has been set of 5% of all trips in the city to be made by bike by 2023 and to double this again to 10% by 2033.

Measures to make walking or cycling a positive transport option are supported including:

- Creating a network of pedestrian routes across the area – a 'walkable neighbourhood' utilising existing and new green space, and with improved linkages to rail stations (including the HS2 Curzon Street Station), leisure attractions and facilities, areas of employment, and local centres (including improving the pedestrian environment within local centres). Improved walking routes and green spaces, including safety improvements, will encourage journeys by foot as well as promoting the health benefits of walking.
- Improving the pedestrian environment and connectivity across the ring road, whilst acknowledging the important traffic function of the ring road. New and enhanced pedestrian crossing points should connect Bordesley Park with the network

of pedestrianised streets, squares and open spaces that have been created across the City Centre and which will be further developed through the proposals within the Big City Plan and the Birmingham Curzon HS2 Masterplan for Growth.

- Linking directly into the City Centre via the Grand Union and the Birmingham and Warwick Junction Canals, provides an opportunity to expand into the AAP area proposals to develop a network of attractive and pedestrian friendly water spaces within the City Centre. This will not only enhance pedestrian linkages into the City Centre canal corridor but also build upon the canal's potential as a leisure amenity and nature conservation asset.
- Defining new cycle routes running parallel to main corridors and providing an alternative to the busy 'A' and 'B' roads. Two routes are currently proposed through the area, the first will parallel Coventry Road linking Digbeth to Small Heath and a second linking the City Centre to Stechford via Saltley and Alum Rock. These will benefit from directional signing and cycle markings on the road



Curzon Street rail terminus

but may also include marked cycle lanes, shared pavements for pedestrians and cyclists, improvements to side road junctions, new and upgraded signalised crossings where routes cross main roads, and measures to reduce vehicle speeds.

- Providing safe and convenient cycle routes and facilities through the area including cycle parking at key locations along with parking for scooters and motorcycles.
- Providing 'way-finding' signage within the area.

### Wider Proposals

There are a number of transport improvements planned which, whilst not directly improving connectivity in the AAP area, will nonetheless have an impact on movement within the City and are supported through the BDP:

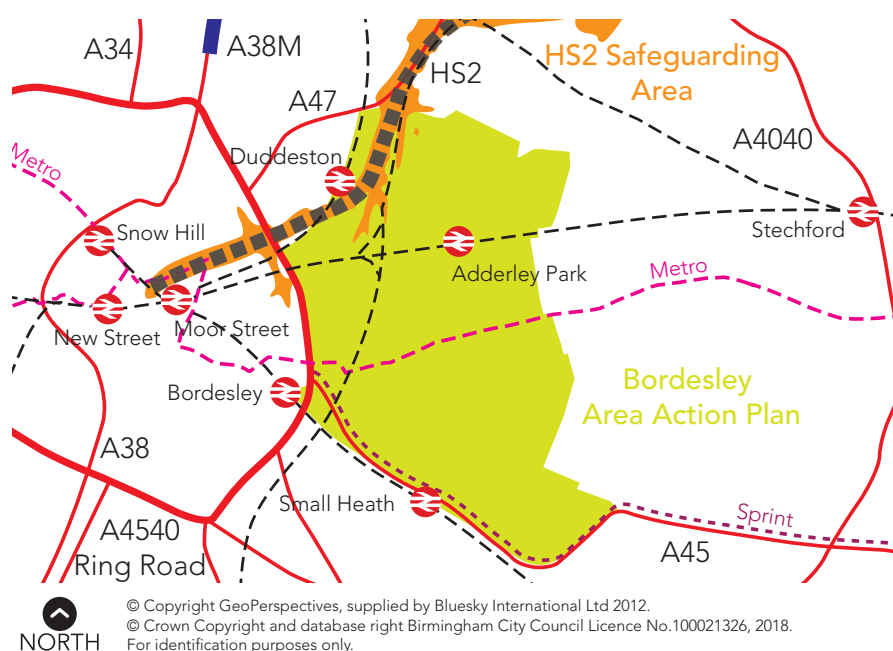
- Re-opening of the Camp Hill railway line to passenger services between Kings Norton and Tamworth including a connection into Moor Street station via new 'Chords' at Bordesley. This is a major transport priority supported by the City Council and partners such as Transport for West Midlands and Network Rail that would bring significant

benefits to the wider regional rail network. As part of this initiative new railway stations are proposed within the city at Fort Parkway and Castle Vale to the north and at Moseley, Kings Heath and Hazelwell to the south. However, this will require major infrastructure works to the south of Bordesley Circus. There will be a need for a full assessment of the implications of the Chords proposal, along with consideration of any development opportunities that may arise on adjoining land.

- In the longer term the government's proposals for HS2, with a rail terminus at Curzon Street in the City Centre (within a short distance of the AAP area) will enhance connections to London, the rest of the UK and Europe as well as provide a focus for new economic activity. The proposed line of HS2 passes through the Vauxhall neighbourhood of the AAP from Saltley Viaduct to Curzon Circus. The Council will continue to protect land within the designated HS2 Safeguarding Area, as shown on Plan 5. Further updated Safeguarding Directions, which would supersede the HS2 Safeguarding Area shown, may

be issued by the Secretary of State for Transport and will be available at <http://www.hs2.org.uk/developing-hs2/safeguarding>.

- 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 the construction and operation of HS2. The safeguarded area protects the land required for both the construction and operation of the new rail line but not all of the land within the safeguarding area will be needed permanently. The HS2 proposals were taken forward through a Parliamentary Hybrid Bill which gained Royal Assent in early February 2017. The new rail line is programmed to be operational from 2026.
- The construction of HS2 requires the temporary closure of Saltley Viaduct which is a key gateway into the Alum Rock Road local centre and wider East Birmingham. As part of the construction of HS2 it is necessary to re-build Saltley Viaduct which as a result will be closed for a period of up to 18 months. Following the submission of the High Speed Rail (London – West Midlands) Bill to Parliament the City Council negotiated a number of 'assurances' on HS2 and its impact with the Secretary of State for Transport. This has included an 'assurance' to develop a strategy to minimise as far as reasonably practicable, the impact of the closure of Saltley Viaduct for HS2 works on the road traffic network and mitigate its impact on all user groups taking into account the effects of any diverted traffic in the wider area. The City Council will work with HS2 and other stakeholders to minimise the impact of this on movement and businesses operations across the area.



Plan 5 HS2 and Safeguarding Area



## Local Character

The environment of the area is varied in terms of character and quality. The AAP represents a significant opportunity to enhance the character of the area by capitalising on and being led by the best examples of local character – quality buildings, attractive green spaces, a range of housing and commercial areas – and ensuring that the new development and interventions brought forward through the AAP are of high quality.

### Historic Legacy

Historic landscape characterisation has been used to show how the area has developed over time and the date at which the present land use type began.

In 1750 the area was predominantly fields with scattered farms and just a few clusters of houses joined by roads and lanes. By 1900, although there were still extensive fields, a canal and railways crossed the area, and residential development and the growth of commercial centres created the basis of the urban character of today.

Roads such as Coventry Road and Bordesley Green appear on maps by 1750 and are likely to be medieval in origin. Surviving land uses from the 1800s include the railways and canal, commercial development along Coventry Road and some residential development to its south, smaller areas to the north and some development along Alum Rock Road.

20th century development retained and reinforced the general pattern of land, except that industrial and related uses now occupied most of the north-west of the area, including some former residential land, and fields had been replaced by the expansion of commercial centres and the spread of residential development.

Bordesley Park therefore has a rich history and a wide variety of distinctive townscapes, buildings and parks. Within the AAP area there are a number of listed and locally listed buildings and

## Principle 3: Local Character

To improve the quality of the environment across the whole of the AAP area by supporting proposals which:

- Build upon local character to promote high quality design and community safety in new development. This will include acknowledging the area's rich variety of townscape, buildings, archaeology, parks, open space, waterways and industrial heritage and the promotion of high quality design of new development and public space.
- Improve the general amenity of the area including design, streetscape, and tackling problem sites and local eyesores.
- Develop a network of green infrastructure across the area in order to maximise the benefits of and linkages to the area's existing assets of parks, open spaces and canals that will enhance the natural environment, promote connectivity and improve health.

archaeological remains which are both a physical legacy of the past and a significant asset for the area.

The City Council will work with Historic England to enhance these assets and their local setting. There are also a number of attractive tree lined residential streets which although not formally protected form part of a quality townscape which should also be recognised and valued. The canals, railways and River Rea running through the area are also an integral part of the city's industrial heritage and a key part of the area's local character.

These historic assets, both designated and non-designated, contribute to the character of the area and are recognised as an important resource.

The sympathetic reuse of historic buildings is supported. Enhancement of the area's historic streets, spaces and places should influence the design of the new development in the area encouraging and inspiring environmental improvements and new high quality design which in turn enhances these assets and their settings.



Birmingham and Warwick Junction Canal



The parks and open spaces within the area such as Small Heath Park, are a significant part of the area's character, which provide social and health benefits. The enhancement of the areas parks will be a commitment of the AAP going forward.

Plan 6 identifies statutory and locally listed buildings and the canal infrastructure. The City Council holds further information about these, along with locations of archaeological and other historic interests.

### Design

The environment in the area can be significantly improved through high quality design in new development and public space. All new developments should reflect local context and make a positive contribution to the area; appropriate innovative design will be supported.

New housing and neighbourhoods should be designed in line with adopted and emerging citywide guidance (see Appendix A) and Government guidance, and should be inclusive, accessible, adaptable, sustainable and good value.

The amenity of new and existing uses, and the relationship of new development with existing uses,

should be considered in design, with appropriate mitigation applied.

New development should integrate green infrastructure, play space, new roads and walking routes where appropriate and should provide links into the existing green infrastructure network. This space, public or private, should be attractive, functional, and inclusive, with long term management considered.

### Safety & Security

Actual or perceived safety concerns limit the use of some of the green spaces in the area, as well as certain pedestrian routes. Safe environments that design out crime should be achieved through layouts, building design and spaces which promote positive social interaction and natural surveillance.

New public realm, including green space, should be designed to be accessible, safe and overlooked, and existing spaces improved, in order to promote walking and outdoor activity.

Further measures to improve community safety will be promoted and will complement West Midlands Police's priority areas for long term police and partnership action.

### General Environment

It is recognised that in parts the general environment is poor and in need of improvement. Litter and fly-tipping is a particular blight in residential areas and local centres. Inconsiderate parking is detrimental to amenity, and is also a safety issue in places. Whilst the AAP cannot directly resolve these, measures to improve the general environment of the area, combined with improvements to the transport network, will go some way to alleviate these issues. Therefore the City Council is establishing a cross-service Project Board to adopt an holistic approach to improving the environment across the AAP area.

Improvements to the public realm in local centres and at key junctions will enhance the image of the area. Such opportunities are identified within the Key Opportunities and Neighbourhoods sections.

Certain commercial uses cause problems for adjoining occupiers and are detrimental to the general character and environment of the area. Where these uses are non-conforming, for example industrial uses within residential neighbourhoods, proposals will be brought forward for redevelopment subject to consideration of relocation issues. Where such uses are appropriate we will encourage good management and measures to improve frontages and contain uses within the curtilage of sites (for example scrap yards, car repairs and MOT garages). We will use planning conditions and will enforce against breaches where necessary.

Vacant sites and buildings are also detrimental to the character and environment. Opportunities for development are identified throughout the Key Opportunities and Neighbourhoods sections, and overall the reuse of existing buildings will be encouraged.



St. Peters College

### Green Infrastructure (GI)

There is a network of green spaces and corridors within the AAP area which provide a range of environmental and quality of life benefits. This includes formal parks, playing fields or other areas of significant open space - often within schools or other locally accessible facilities, and green spaces along road, rail, river and canal corridors; key elements are shown on Plan 7. Street trees and gardens also contribute to this network of Green Infrastructure (GI).

The most effective benefits of GI are realised where spaces are interconnected and multifunctional. Although the quality and value of GI across the area varies, it does contribute to the overall quality of the environment, visually and physically, and has the potential to help improve health within the area through the promotion of physical activity. As well as its recreational and amenity value, GI is important in supporting biodiversity and air quality, and mitigating the impacts of climate change. The incorporation of sustainable drainage into multifunctional GI areas will also reduce water pollution and help manage flood risk if designed appropriately. This is key in this location where surface water drains into the River Rea, currently classified as being of bad status. This is addressed further in the following 'Sustainability' section.

Open spaces within the AAP will be protected, and enhanced where appropriate, and proposals will aim to maximise access to open space. This could include the shared use of community sports and play space by nearby schools, as well as gardens and community spaces for leisure or food production (for example community growing schemes).

Proposals will seek to improve connections with the City Centre GI network to the west, and the River Cole linear open space to the east (linking to the City's Green Belt land to the east). This will include both the creation of new GI assets, and the enhancement of existing assets.

The River Rea and Birmingham and Warwick Junction Canal are important assets for the area in terms of amenity and leisure value. Measures to improve access, particularly to the canal for walking and cycling, will be supported, as will measures which enhance their ecological role, again addressed in more detail in the following 'Sustainability' section.

Trees and planting are of particular environmental importance, and are also important in promoting amenity, character and sense of place. New trees and planting, including measures such as green roofs, will be supported.

#### Key

- Statutory Listed Buildings
- Locally Listed Buildings
- Local landmark
- Canals



Plan 6 Historic assets



### Key

- |  |  |   |   |
|--|--|---|---|
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #006400; border: 1px solid black;"></span> Formal Open Space                    | <span style="display: inline-block; width: 15px; height: 15px; background-color: #90EE90; border: 1px solid black;"></span> Schools or other facilities with significant open space or GI assets | <span style="display: inline-block; width: 15px; height: 15px; background-color: #FFFF00; border: 1px solid black;"></span> Nature Conservation Corridors | <span style="display: inline-block; width: 15px; border-bottom: 2px solid #00AEEF;"></span> Canal |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #90EE90; border: 1px solid black;"></span> Incidental green space with GI value | <span style="display: inline-block; width: 15px; border-bottom: 2px dashed #FF8C00;"></span> Cycle Route   | <span style="display: inline-block; width: 15px; border-bottom: 2px dashed black;"></span> Railways   | <span style="display: inline-block; width: 15px; border-bottom: 2px solid #00AEEF;"></span> River |



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Plan 7 Green Infrastructure plan



## Sustainability

The City Council has set out an ambitious target to become one of the world's leading green cities. The AAP will help to meet the City's goals, contributing to achieving the wider priorities for sustainable development and adapting to the impacts of climate change.

Birmingham's Green Commission report "Building a Green City" and the Your Green and Healthy City draft Supplementary Planning Document provide further details on the City's priorities. These priorities include:

- Creating a low carbon green economy as part of Birmingham's overall ambition for a 60% reduction in carbon dioxide emissions by 2027.
- Promoting sustainable construction and requiring new development to reduce carbon dioxide emissions.
- Improving the energy efficiency of the city's homes and buildings.
- Reducing the city's reliance on traditional energy sources through low carbon energy generation and energy planning.
- Promoting sustainable transport systems, particularly the use of public transport, cycling and walking, and reducing the environmental impact of the city's mobility needs through low carbon transport.
- Reducing the need to travel by providing important services and facilities within walking distance for local residents.
- Reducing levels of waste and encouraging the use of waste as a resource.
- Mitigating and managing flood risk.

## Principle 4: Sustainability

To support proposals which contribute to the City's sustainability targets and which:

- Demonstrate best practice in sustainable development, including:
  - Sustainable construction and design of the built environment with new residential properties aiming to be carbon neutral and non-industrial buildings meeting the specified BREEAM standards and energy efficiency measures targeting existing buildings.
  - Energy efficiency and low carbon generation.
  - Waste and water management through measures to secure the improvement of water quality and the introduction of Sustainable Drainage Solutions.
- Benefit the natural environment through measures to enhance the wide range of green and blue infrastructure across the area including canals and the River Rea.
- Promote a sustainable transport network.
- Reflect the need to manage the effects of climate change.
- Recognise and provide for emerging digital applications including promoting the principles set out by Birmingham's Smart City Commission.

### The Built Environment

All development should make the most efficient use of land and buildings, in line with the City's overall development strategy.

For non-domestic buildings, the Building Research Establishment Environmental Assessment Method (BREEAM) provides market recognition for low environmental impact buildings. It is proposed that all new non-residential developments over 1000 square metres (or with a site area over 0.5 ha) should meet BREEAM standard 'Excellent' (or any future national equivalent).

New residential development should aim to be carbon neutral, incorporating measures to reduce energy and water consumption, reduce waste and utilise sustainable building materials. Development should also meet relevant national standards for sustainable construction.

Within the AAP area the existing building stock will largely remain and improving the energy efficiency and achieving the same

standards of sustainability as new buildings will therefore be promoted. The City Council will work with key partners, such as the Homes and Communities Agency, to support retrofitting and other initiatives (such as the Birmingham Energy Savers Programme) aimed at existing developments to deliver reductions in carbon dioxide emissions.

### Energy Generation

Combined Heat and Power (CHP) systems integrate the production of usable heat and power (electricity), in one single, highly efficient process. CHP is already in use in the City Centre and the proximity of the Tyseley Energy Recovery Facility (within the Tyseley Environmental Enterprise District to the south east of the area) presents the opportunity to introduce such a system within Bordesley Park. There are similar opportunities with regard to the way waste is handled and how it can become both a resource and a potential generator of employment.

## Waste Management

The area includes a number of waste management facilities serving a local and regional catchment. The City recognises the importance and supports the provision of such facilities, alongside measures to minimise waste production. However, we will also seek to improve the environmental performance of waste management facilities, and to ensure that their operation is managed to minimise the impact on nearby occupiers.

## Flooding and Drainage

New development should demonstrate measures to mitigate against flood risk and to ensure that they do not increase flood risk elsewhere.

Sustainable Drainage Systems (SuDS) such as soakways, infiltration trenches, permeable pavements, grassed swales ponds and wetlands will be required as part of all development proposals to manage surface water. This will reduce surface water flood risk, improve water quality, and contribute to enhanced green infrastructure and biodiversity.

The AAP area drains into both the River Cole and River Rea. Water quality in the area is adversely affected by foul water draining into these water courses as a result of historical misconnections, dual manholes, and combined sewer overflows. The water is classified as bad to moderate. This should be addressed where possible. These issues should be addressed through redevelopment wherever possible alongside the incorporation of SuDS techniques that specifically benefit water quality and limiting of surface water discharge to combined sewers. New development and improvements to existing sites should rectify historical foul and surface water misconnections and replace dual manhole covers.

## The Natural Environment

The natural environment, including green and blue infrastructure, is

important for biodiversity and air quality, and mitigating the impacts of climate change. This includes the River Rea and Warwick Junction Canal corridors, as well as green spaces and corridors.

The River Rea is largely in a brick-lined channel through the AAP area. Measures to improve its course to work towards Water Framework Directive compliance, including removal of hard engineering where impacts on function and management have been fully assessed, in-channel morphological diversity, and preserving and where possible enhancing the ecological value of marginal aquatic habitat banks and the riparian zone, will be encouraged. The setting of new development in relation to the river to enhance its context and access will be addressed as proposals come forward.

The Warwick Junction Canal is an important ecological corridor, the value of which should also be enhanced.

Natural environments will be protected and enhanced in line with the principles of the Birmingham and Black Country Nature Improvement Area, with new opportunities for wildlife and biodiversity encouraged as part of new and existing development.

## Digital Connectivity

Digital technology will be an important tool in the future knowledge economy and help contribute to improved transport, health provision, access to education and employment, and the City's green agenda.

Birmingham's Smart City Commission has committed to support a Smart City spatial demonstrator in East Birmingham, with the aim of embedding Smart City principles (release, use and access to data; integration and use of digital technologies; and strong citizen/business engagement) to support economic growth and reduce inequalities. As such, East

Birmingham including the AAP area and immediate surrounds will be a test bed for new digital applications. The City Council will also work with developers and Digital Birmingham to ensure that the provision of infrastructure and new technologies which enhance digital connectivity forms an essential part of future investments and developments.

Activity over the plan period may include:

- Installation of open access ducting infrastructure to support an integrated approach to shared utility services, optical fibre to the premises, and shared use of wireless connectivity and power to street devices.
- Development of ubiquitous, superfast and affordable wired and wireless connectivity.
- Installation of sensors and monitoring stations to support growth in data transmission for monitoring, management and control of existing and new services, e.g. smart metering, intelligent traffic management, smart parking, electric charging bays, or monitoring environmental conditions.
- Establishing a digital platform to capture and make available data to support innovation.
- Intelligent energy infrastructure or smart grids to support district energy and local energy generation.
- Enhancing and securing the digital capability of the locality through communication hubs and data exchanges.
- Digital programmes to help improve quality of life, for example access to digital learning, digital support and guidance for carers, or digital logbooks for social housing residents.

# Key Opportunities for Change

Five areas have been identified that offer the greatest potential for change, where new development or new uses can make the biggest impact on the area and best deliver the aims of the plan.

Each area forms an integral part of the wider AAP area and opportunities will be maximised to exploit linkages and connectivity between them - particularly access to jobs and training.

Three of these areas, at the heart of the AAP, combine to create the opportunity for a new neighbourhood. New residential, employment, education and community uses complemented by enhanced transport connections and an improved environment, are proposed at:

- The Wheels Site and Environs.
- Adderley Park.
- Cherrywood Road.

Two further areas offer the opportunity to enhance some of the area's most important assets. Measures to improve the image, accessibility, and range of facilities within the local centres are proposed at:

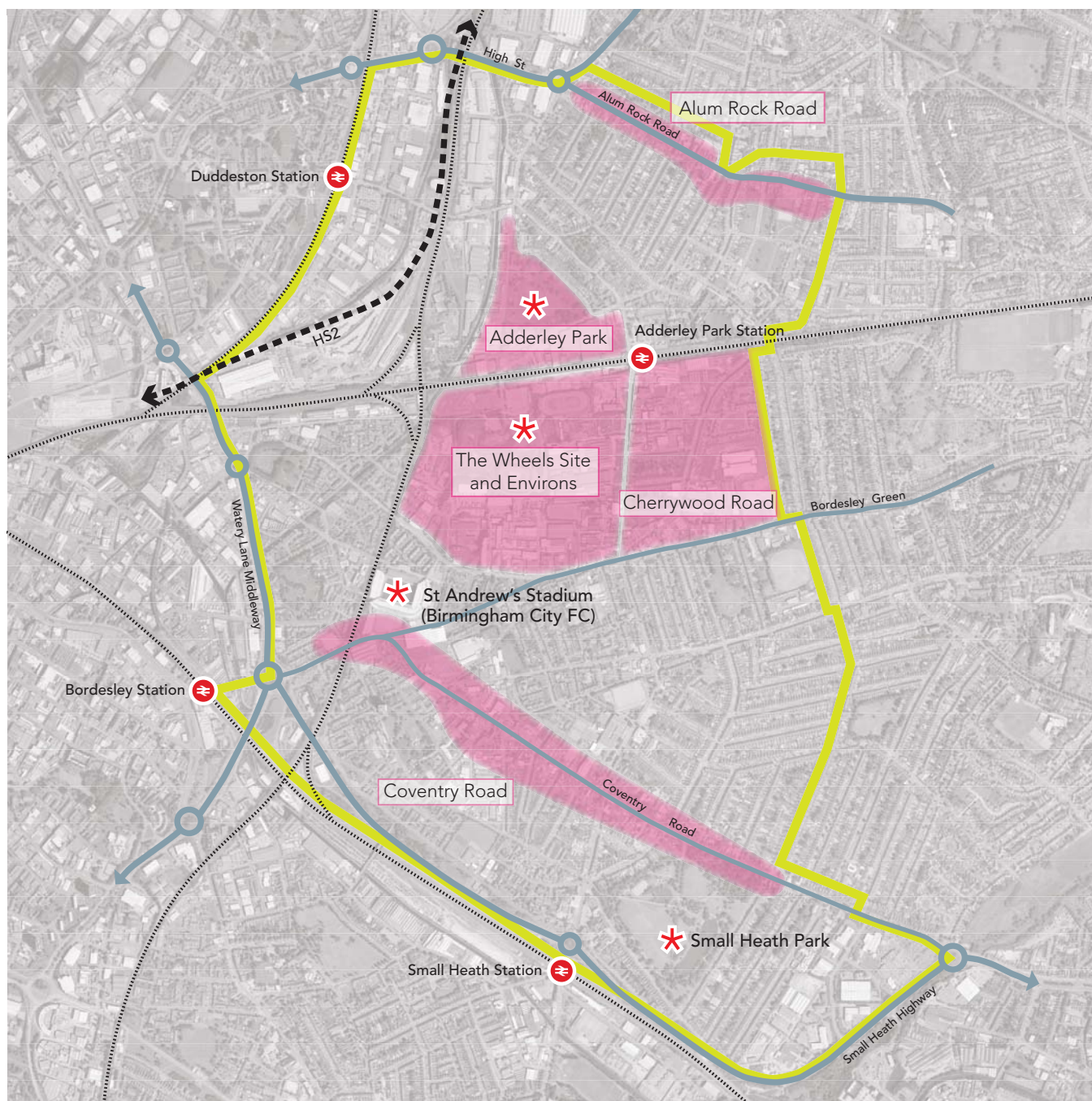
- Alum Rock Road.
- Coventry Road.

Building upon the work undertaken to date, through the issues, ideas and opportunities outlined and consulted upon in the Options and Preferred Options Reports, a set of land use proposals have been drawn up for each of these areas.










New housing in Saltley





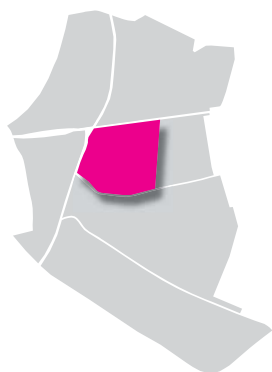
### Key

- |  |  |   |  |
|--|--|---|--|
|  Area Action Plan boundary    |  Railways         |  HS2                         |  Local landmark |
|  Key opportunities for change |  Railway stations |  Road network (major routes) |  |



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Plan 8 Key opportunities for change



## The Wheels Site and Environs

The Wheels Site & Environs includes the 40 acre (16 ha) Wheels site as well as a wider area containing a range of industrial uses, retail and community uses within the local centre, and Bordesley Green Girls' School.

The Wheels site is located between the industrial uses on the north side of Garrison Lane and the West Coast Main Line, and currently accommodates a centre for 'wheeled activities' including a 400m oval stock car racing track, karting tracks, off road facilities and a roller skating track. The wheeled activities on the site commenced in the 1970s as part of an initiative to counter youth crime. The range of activities operating from the site has expanded up to the present day although the site is underused and has significant potential.

The site, having previously accommodated brick pits and landfill, is contaminated. There are also significant changes in levels across the site, and it has limited access.

The proposals for the Wheels Site and Environs include:

**a. Promotion of new industrial and employment opportunities.**

New industrial and employment opportunities (B1(b) & (c), B2 & B8) and ancillary facilities will be promoted on and around the wider Wheels site (more than 59 acres/24 hectares). The illustrative scheme shows up to 1 million sq. ft. over a number of units of differing sizes. Whilst the principles of a spine road through the site and a range of units in a high quality landscaped environment are set, further detail will depend on the nature of the scheme as it comes forward. A range of units up to 200,000 sq.ft. are currently considered to be appropriate, but will be reviewed/amended in line with market conditions and business requirements.

There is the potential for links to be developed with key business

### Key Opportunity 1: The Wheels Site and Environs

The Wheels Site and Environs will become an attractive location for high quality employment uses.

This will include:

- Promotion of new industrial and employment opportunities including the comprehensive and coordinated development of the Wheels site to deliver up to 1 million sq ft of floor space and up to 3000 jobs and training opportunities. The Council will work with existing occupiers regarding relocation opportunities.
- Redevelopment and enhancement of existing industrial areas for employment led mixed uses north of Bordesley Green through partnership working with occupiers regarding improvements to property and wider development opportunities.
- Opportunities for new and improved facilities at Bordesley Green Girls' School including the potential extension of the school site.
- New and improved access arrangements with improved access into the Wheels site (and the development of a spine road through the site) to serve the industrial development.
- High quality public transport including the promotion of rapid transit proposals (Metro) along Bordesley Green and improved access to local rail and bus services.
- Improvements to the wider environment including Bordesley Green local centre linked to the development of rapid transit proposals.

### Implementation

Local/National Funding	Partnership Working	Land Assembly/ CPO	CIL/ Section 106	Planning Management
✓	✓	✓	✓	✓

sectors in the city, including the automotive sector, as well as with universities and other education and training establishments.

**b. Redevelopment and enhancement of existing industrial areas.**

The existing industrial areas also have great development potential, ranging from the improvement of existing premises and access through to redevelopment linked to the proposals for the Wheels site,

Metro and proximity to the local centre. The future of the existing housing will be considered in light of the emerging proposals for the wider site.

The proposed route of the Metro along Bordesley Green will be a key opportunity for the area facilitating growth including the potential redevelopment of the local centre and the scope for higher density development.





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### c. Opportunities for new and improved education facilities.

The site of Bordesley Green Girls' School will be extended (subject to continuing demand) providing an improved educational environment/setting and additional space for teaching and learning.

Education/training facilities associated with the employment uses on the core site will also be supported, along with HMS Forward on Tilton Road.

### d. New and improved access arrangements.

Existing accesses to and from the site from Adderley Road South and Venetia Road will be improved, and a new access from Bordesley Green Road created. Traffic to and from the site should be routed away from nearby residential streets.

### e. High quality public transport.

Proposals for a Metro route along Bordesley Green to the south of the site will be supported including the need to accommodate any land take required to facilitate the delivery of this.

Improved pedestrian connections will be promoted, particularly to Adderley Park Railway Station, major bus routes and future rapid transit routes, as well as the City Centre. The Ward End cycle route along Arden Road to the north of the site provides a sustainable link for accessing new development here.

### f. Improvements to the environment including Bordesley Green local centre.

Improvements and/or the redevelopment of Bordesley Green local centre will be supported in line with emerging rapid transit proposals. This is addressed further under Key Opportunity 2: Cherrywood Road.

Measures will be taken to address environmental and amenity issues for residential and other sensitive uses adjoining industrial activities.

### Justification

The proposal addresses the need to promote economic growth and new industrial and business opportunities responding to the need to increase the supply of high quality employment land identified in the Employment Land Review 2012 and the evidence base for the BDP, and more recently by the Employment Land Assessment 2017. It also maximises the potential to provide employment and training opportunities for the local community.

The proposal responds to the locational advantages of the site and the scale of land available for inward investment and major business locations. There is market demand in the city for quality purpose built employment uses.

Bordesley Green Girls' School, which has been expanded for post 16 provision is located on a physically constrained site. The proposal offers the opportunity to improve the school by extending its site.

The proposal will improve accessibility across and within the area, and will support improvements to the local centre, in keeping with the AAP principles.

### Delivery

The core area of the site is in City Council ownership. The City Council will work with developers to assemble the wider site required to deliver the employment proposal.

Major challenges include the changes in levels and poor ground conditions across the site and working with existing occupiers to secure suitable sites for relocation where appropriate.

The AAP will create the 'market' to make the site deliverable whilst de-risking it as a regeneration initiative. It is recognised that further work on viability and deliverability will need to be undertaken as a detailed scheme for the site is developed. This will include the relationship between different uses on the site and with uses on adjacent sites, as well as design issues.

Going forward this mechanism will also be used to deliver the site including potential land reclamation and assembly.

The City Council will promote the locational advantages of the site, including its strategic location and proximity to the ring road, and opportunities to further enhance access. The scale of opportunity



Bordesley Green Girls' School





Adderley Park Railway Station

facilities, and address issues relating to some of the existing industrial premises (in particular potential for expansion, and the environmental and amenity impact of particular businesses on adjoining uses). There was also significant interest in training and employment uses.

There was no interest shown for the arena option from potential occupiers at that time, which limited the scope of this option from moving forward. Site constraints also limited the potential for residential development.

The Preferred Option focused on the industrial and employment option. Most consultation responses again related to the need to safeguard the existing sporting activities. There was also interest from the commercial sector regarding the potential for the delivery of significant new industrial floorspace.

The proposals set out in the Preferred Option Report were carried forward into the Pre-Submission Report and now form the basis of this Submission Report. Through consultation, there remains concern about the impact of proposals on the current leisure uses on the Wheels site, but development of employment uses reflects the proposals in the adopted Birmingham Development Plan.

for industrial development will be promoted to encourage economic growth.

The Asset Accelerator is a joint BCC/Homes England programme which enables the recycling of capital receipts from the disposal of former Regional Development Agency assets to facilitate the unlocking of development opportunities on a number of sites across the city. For the Wheels area, this funding is initially being used to fund commissions to address reclamation, provision of infrastructure and financial modelling as well as the consideration of relocation requirements of existing occupiers.

The Council will work with existing occupiers regarding options for the relocation of their facilities. The importance of these facilities is recognised and 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 is supported. 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.

### Evolution of the proposal

Following extensive options development and analysis, the Options Report presented four options - the incremental intensification of existing sporting uses, significant housing development to create a new neighbourhood, a major leisure attraction with associated leisure and retail uses, and the development of a major industrial/employment site. These were broadly drawn, and were deliberately not mutually exclusive – all included some elements of improved connectivity and environment, as well as new/expanded educational facilities. Combinations of options or individual elements could therefore be considered.

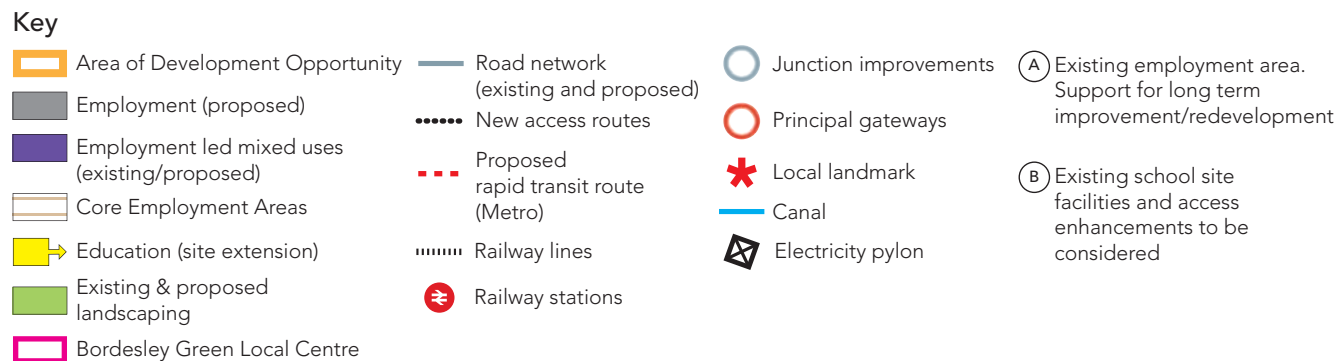
Each of the options secured a range of comments, with many relating to the need to safeguard the existing sporting activities on site, provide improved educational





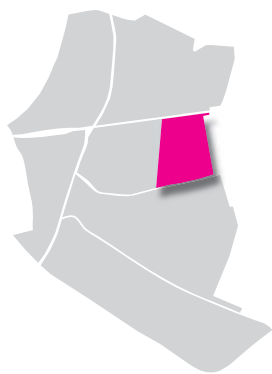
Junction of Bordesley Green and Bordesley Green Road





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## Plan 10 The Wheels Site and Environs (Proposals)



## Cherrywood Road

The Cherrywood Road area adjoins the eastern boundary of the Wheels site and is bounded by Bordesley Green Road, the West Coast main railway line, Fordrough Lane and Bordesley Green. It includes areas of older terraced housing, the education campus of South and City College Birmingham and two distinct industrial areas - the area between Bordesley Green Road/Cherrywood Road and the area to the north of Bordesley Green.

The proposals for the Cherrywood Road area include:

**a. New residential development.**

Residential development will be promoted on sites in the area. This will initially be on Cherrywood Road and Cherrywood Road/Humpage Road, with the scope for a wide range of housing types to meet the needs of the local area. Development here will be designed to maximise residential amenity, respecting the operation of businesses in the wider area. Opportunities to bring forward further housing development will be explored.

**b. Opportunities to review education needs.**

The future needs of Al Hijrah School will be considered regarding its proximity to industrial premises and location on a constrained site. Alternative sites will be explored, if appropriate.

**c. Improving the setting and amenity of the area.**

There are a number of car repairs, recycling and similar uses which currently have a detrimental effect on the amenity of the area. The concentration and cumulative impact of a large number of these uses will be reviewed with the aim of securing improvements to the amenity of existing housing and to allow new residential development to take place.

**d. Improvements to Bordesley Green local centre.**

Development opportunities along Bordesley Green include the scope for additional convenience retail and community/service provision. These will be supported where they contribute to the vitality of

### Key Opportunity 2: Cherrywood Road

A new residential neighbourhood with improved community facilities and local environment will be created.

This will include:

- New residential development at Cherrywood Road and Cherrywood Road/Humpage Road that addresses amenity issues and constraints presented by adjoining uses.
- Opportunities to review education needs within the area including the site issues of Al-Hijrah school.
- Improving the setting and amenity of the area by reviewing the concentration and operation of car repair and recycling uses to improve the amenity of existing housing and allow further residential development to take place including at Cherrywood Road/Denbigh Street.
- Improvements to Bordesley Green local centre through the promotion of new retail and community development and the promotion of a rapid transit route (Metro) along Bordesley Green.

#### Implementation

Local/National Funding	Partnership Working	Land Assembly/ CPO	CIL/ Section 106	Planning Management
✓	✓	✓	✓	✓

the local centre, the promotion of a rapid transit route through the area, and the safeguarding of historic buildings. Again the Metro route provides the opportunity for the reconfiguration and/or redevelopment of the local centre as well as the potential for higher density development.

#### Justification

The promotion of new residential sites will contribute to meeting local housing needs, allowing the provision of a wider range of housing types and tenures. The core sites are identified in the Strategic Housing Land Availability Assessment (SHLAA) which forms

part of the evidence base for the BDP.

The area presently suffers from conflicting business, residential and community uses which are often in close proximity to each other. The opportunity to review land use and promote new residential development will facilitate the resolution of these issues, and is in line with the 'growth' and 'local character' principles of the AAP.

The promotion of new employment land and economic development opportunities on the Wheels site will counter the loss of employment land in this area and enable the safeguarding of jobs.





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Plan 11 Cherrywood Road

Al Hijrah School is located on a constrained site and close to industrial premises. Addressing these constraints would enable the school to expand although alternative sites will be explored as part of this process.

### Development considerations

The key to unlocking the full potential of these sites is addressing the issues arising from the long term industrial use of parts of the area and exploiting the scope of the wider area in delivering a significant new residential area.

For Cherrywood Road/Humpage Road this will involve the potential relocation of existing vehicle repair, recycling and other industrial premises in order to both safeguard existing jobs and secure improvements to the amenity of existing housing and allow new residential development to take place.

For Cherrywood Road this will include the need to protect existing key local businesses and consider the constraints on residential development imposed by existing industrial installations. A site specific risk assessment has been carried out by the Health and Safety Executive (HSE) under the Control of Major Accident Hazards (COMAH) Regulations, which has resulted in the production of risk contours which impact on the area including Al Hijrah School. In particular this will require further discussions with the HSE regarding the impact of risk on sites in the area and how this can be addressed (and potentially reduced) to enable new development to take place.

For both housing sites there may be a need to address potential ground condition issues following many years of industrial uses. The sites, and surrounding land and property, are in private ownership; some land assembly may be necessary to provide sites of sufficient size for residential development. Further housing opportunities will be explored.

The City Council will work with partner agencies such as Transport for West Midlands to deliver improvements to public transport - including the proposed rapid transport route along Bordesley Green. The impact of this, together with the existing Highway Improvement Lines affecting the Bordesley Green/ Victoria Street junction, is likely to impact on uses on the Bordesley Green frontage. New development should more satisfactorily address the Bordesley Green frontage and complement adjoining and nearby housing. There is the opportunity for higher density development along the proposed Metro route.

### Evolution of the proposal

The Cherrywood Road area was not included in the original Options Report as a potential area of change, but a number of local issues were considered within Neighbourhood 4 - Bordesley Green.

The residential development opportunities arose as part of the 'call for sites' through the review of the Strategic Housing Land Availability Assessment (SHLAA), and Cherrywood Road was therefore identified in the Preferred Options Report as an additional area with key opportunities for change.

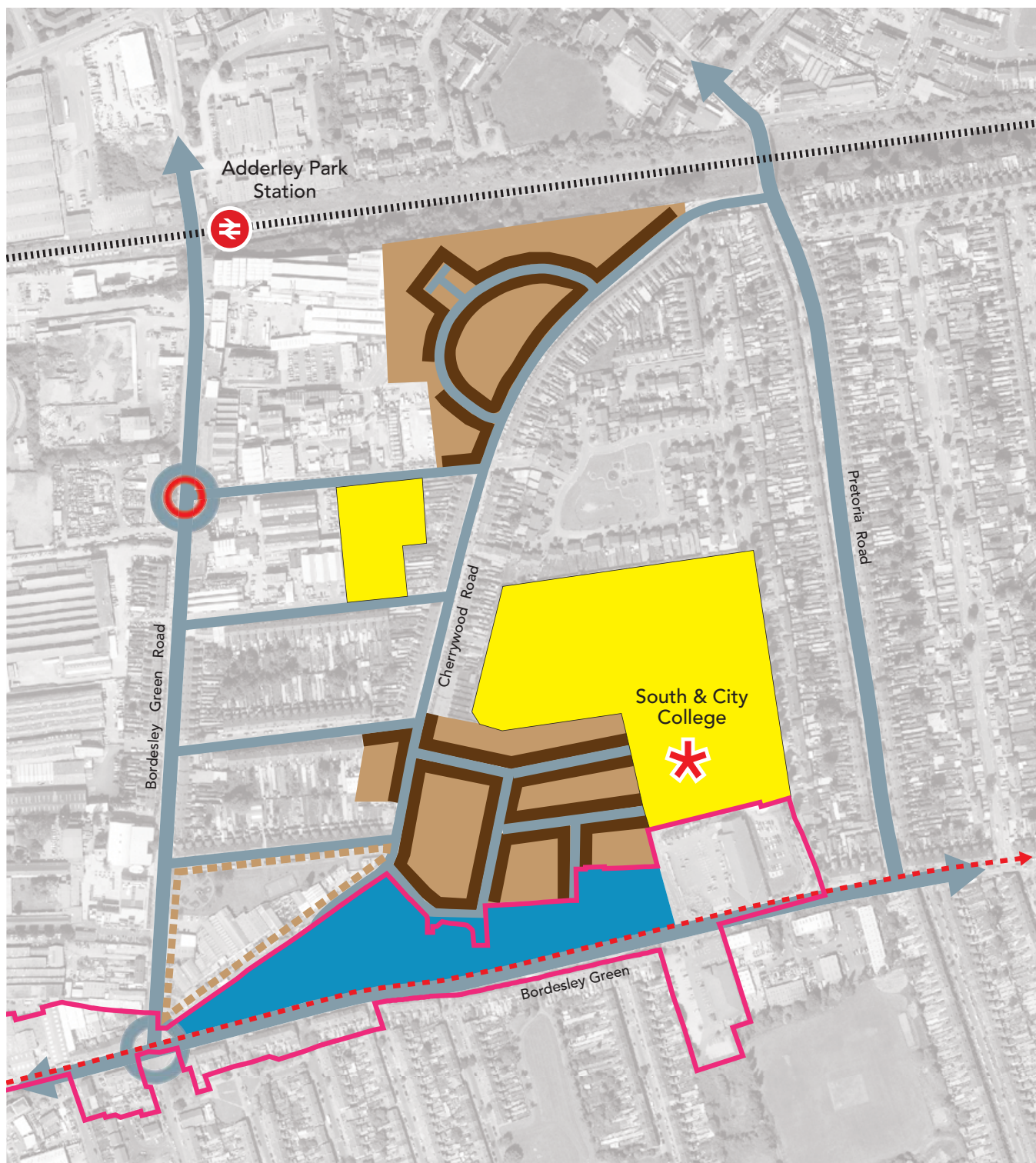
Consultation responses to the Preferred Option were largely supportive of residential development, although some concerns were raised about the future operations of businesses within and immediately adjoining the area.

Again, consultation responses were supportive of the key elements of the plan and the proposals have been carried forward into the Submission Report.



Junction of Bordesley Green, Pikewater Road and Cherrywood Road





#### Key

Bordesley Green Local Centre

Residential

Education

Longer term residential development opportunity

Local Centre improvements and re-development opportunities

Road network (existing and proposed)

Junction improvement

Principal gateways

Local landmark

Railway lines

Proposed rapid transit route (Metro)

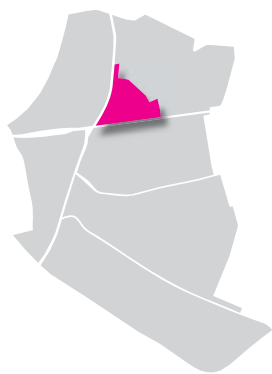
Railway stations



NORTH

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Plan 12 Cherrywood Road (Proposals)



## Adderley Park

The Adderley Park area is a mixed use area to the north of the main Wheels site and the West Coast railway line. It includes significant areas of industrial land and premises - much of which is either in a poor condition, in low intensity uses, or comprises uses that could potentially give rise to environmental or amenity issues for neighbouring uses.

The area has great potential, with Adderley Park itself providing a significant area of public open space at its heart. Although the open space is over-looked on one side by housing (on Hams Road) this contrasts with industrial uses to the west of Adderley Road and to the south of Arden Road and Landor Street.

The Birmingham and Warwick Junction Canal runs down the western edge of the area and there is the potential to improve access and signage to the canal here as well as improvements to the general environment of the canal corridor. Towpath improvements have already been carried out to improve the route for pedestrians and cyclists. Adderley Primary School is located in the south west corner of the park and although there has been recent investment in the buildings, the school suffers from a poor quality environment and the high levels of HGV traffic on Landor Street/Arden Road.

To the west of the canal are further industrial areas - including a comparatively modern industrial estate accessed from Duddeston Mill Road, and beyond that a major metal recycling facility (EMR) located off Landor Street. Given the nature of industrial activity to the west of the canal and its environmental impact, it will continue to influence the future of nearby sites.

The proposals for the Adderley Park area include:

**a. A wider mix of uses along Adderley Road and to the south of Arden Road.**

A mix of uses will be supported including the retention of existing business uses and opportunities for

### Key Opportunity 3: Adderley Park

An improved neighbourhood will be created, responding to opportunities for employment and community uses focussed around Adderley Park along with the improvement of the environment - particularly for existing housing.

This will include:

- The promotion of a wider mix of uses including for employment, education and community (but not residential) along Adderley Road and to the south of Arden Road.
- Creating active and attractive frontages to the neighbourhood along Adderley and Arden Roads, promoting quality design and reviewing existing scrap and vehicle repair premises.
- Improving the environment of Adderley Primary School.
- Improving traffic management and junction arrangements including access into the Wheels site and EMR.
- Improving the quality and promoting greater use of Adderley Park and the Birmingham and Warwick Junction canal.

#### Implementation

Local/National Funding	Partnership Working	Land Assembly/ CPO	CIL/ Section 106	Planning Management
✓	✓	✓	✓	✓

new employment, education and community uses (for example space for start-up businesses or social enterprises).

**b. Creating an active and attractive frontage.**

A more flexible approach to uses along Adderley Road and Arden Road will be adopted based on the provision that development creates an active and attractive frontage to the neighbourhood, is of high quality design and contributes to the overall uplift of the environment.

To ensure a high quality environment, scrap yards, car

breakers or other uses which often spill out onto the highway and have a negative impact on the local environment will be resisted. The management of existing such uses will be addressed and relocation explored.

**c. Improving the environment of Adderley Primary School.**

Measures to improve the setting of Adderley Primary School (including potential extension of the school facilities) and to minimise the impact of adjoining uses on the school's environment will be supported.





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Plan 13 Adderley Park

#### d. Improving traffic management and junctions.

Junction and traffic management improvements in the area will need to reflect the wider context. In particular:

- Managing traffic and access to the Wheels site via Adderley Road South.
- A new access to the EMR site is proposed on Duddeston Mill Road, which will potentially reduce the number of HGV movements along Adderley Road.
- Forthcoming changes to the ring road junctions will affect turning movements for HGVs using Landor Street. This will need to be addressed to ensure that there is no detrimental impact on access to existing business operations.
- General improvements to traffic management to better reflect the needs of all road users.

#### e. Improving the quality and use of Adderley Park and the Birmingham and Warwick Junction canal

Improvements to Adderley Park as a recreational and green asset for the area will be supported, including measures such as waymarked footpaths and outdoor fitness equipment to encourage exercise. The canal corridor through the area should also be improved including the potential for the setting of new development to enhance the canal environment.

#### Justification

The proposal offers scope to meet demand for community, education and employment uses in the area. However given the important industrial area to the west of the canal residential uses would not be appropriate.

New development along Adderley Road will become an area of transition between the park neighbourhood, to the east, and the area of heavier industry beyond

the canal to the west. Similarly, development on Arden Road will provide a transition between the railway and new employment uses on the Wheels site and the park neighbourhood. New development will be required to improve buildings and the environment thereby enhancing the amenity of nearby housing and the setting of both the park and school. The proposal does potentially involve the loss of employment land, but not designated Core Employment Land, to other uses. However, the City Council is promoting the retention of industrial land in other locations across the city, including the Vauxhall area and the Wheels site, which are better located, have better access and are more attractive to the market.

Junction and traffic management improvements will reduce the negative impact of traffic, especially HGV traffic, on Adderley Primary School and residents in the area.

#### Development considerations

The majority of the sites are in private ownership. The City Council will work with land owners to bring development proposals forward within the context of the Area Action Plan.

New community and education uses along Adderley Road and to the south of Arden Road will be required to demonstrate that site constraints can be appropriately addressed, including ground conditions, noise and other environmental issues relating to the nearby industrial sites, and car parking. Proposals for the area south of Arden Road will be partly governed by proximity of the main rail line to the south of the site and also by the proposals for the northern part of the Wheels site. Consideration of detailed planning, design, environmental and transportation matters will be important to ensure satisfactory relationships between uses in the area.

Where development requires it, the City Council will work with existing businesses to explore relocation and safeguard local jobs.

#### Evolution of the proposal

The Options Report presented three options for the purposes of consultation. These comprised a minimum change option, an option that explored residential and community uses and a third option that also supported the change of use of some of the industrial land to education and community use. Each option acknowledged issues relating to the setting of Adderley Primary School and the opportunities for further improvements to Adderley Park.

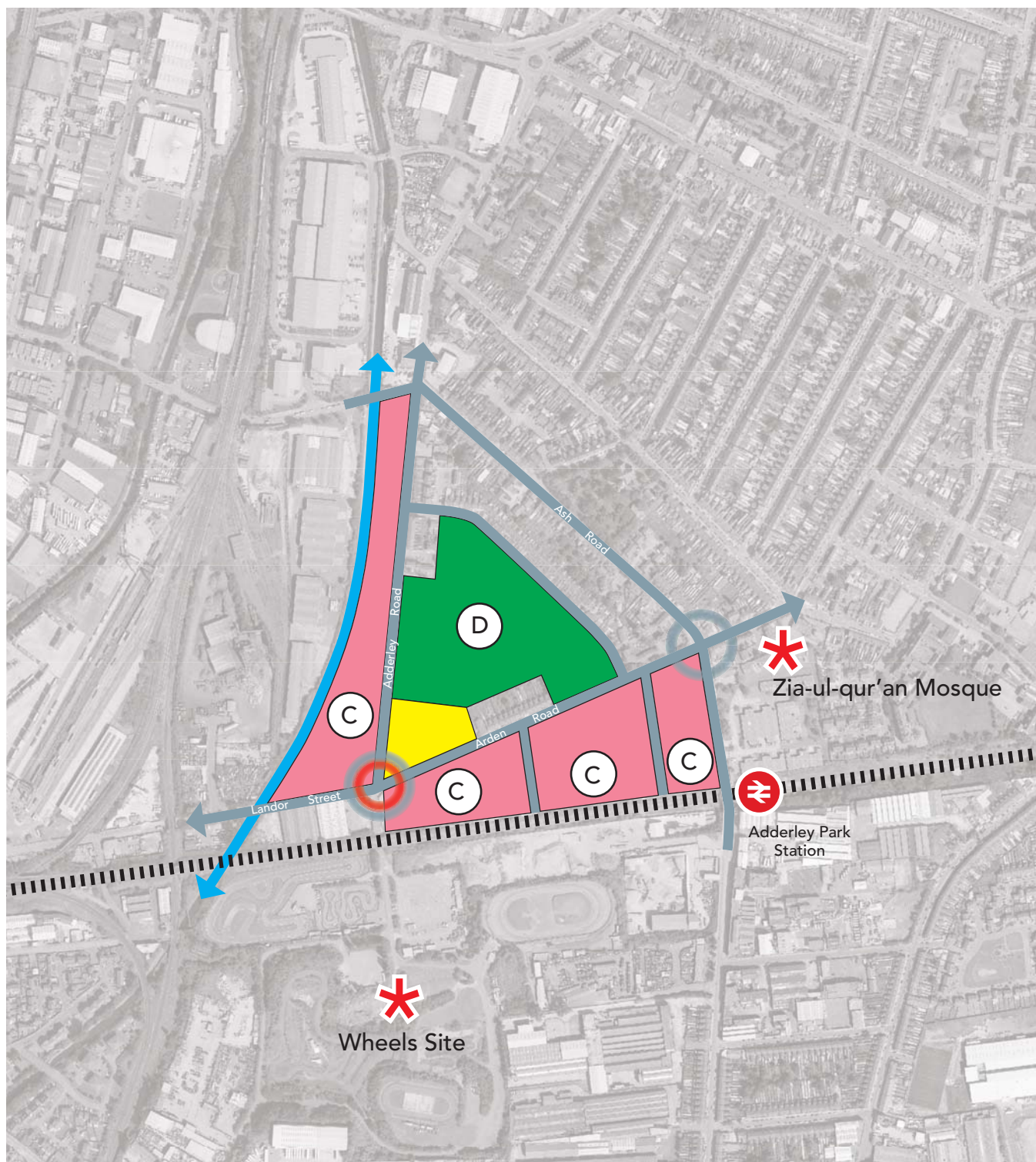
The main comments received included a desire for a greater range and mix of uses in the area including education and community elements and opportunities to address environmental issues and the number of poorer quality industrial premises - particularly those on Adderley Road that face the park.

The Preferred Options Report reflected previous consultation comments. It proposed a new mixed use neighbourhood focused on Adderley Park, improving the residential environment and supporting community and education uses.

There was some support for the allocation of land for new education and community facilities. There are vacant sites at Adderley Road and Bordesley Green Road which were considered the best location for such new facilities.

The proposals have been carried forward into the Submission Report.





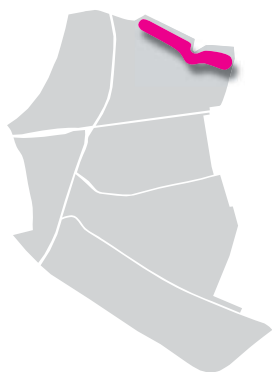
#### Key

- |                                      |                      |  |
|--------------------------------------|----------------------|--|
| Education                            | Junction improvement | Mixed uses including small office, business and training space |
| Improved public open space           | Principal gateways   | Improved leisure/recreation provision                          |
| Mixed uses                           | Railway lines        |  |
| Road network (Existing and proposed) | Railway stations     |  |
| Canal network                        | Local landmark       |  |



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#### Plan 14 Adderley Park (Proposals)



## Alum Rock Road

Alum Rock Road is the principal local centre serving Saltley and Washwood Heath. Linear in form, it comprises mainly traditional terraced shops with some more recent infill including a number of community uses.

The centre serves a mainly Asian population, and its shops and services strongly reflect the needs of the community. In addition, the centre also attracts visitors from a wider catchment area, because of its specialisms in jewellery, fashion and textiles.

The centre is very busy and suffers from road traffic congestion which detracts from the environment and shopping experience within the centre. In many places pavements are narrow with little scope for widening. Opportunities for growth within the centre are generally limited, although a number of sites are being developed, and others are subject to discussions with owners regarding their future use.

Although the centre does have some opportunities for growth, its niche role and the nature of likely opportunities will determine the scale of new development. New proposals must be appropriate in scale and of good design as well as integrated with the existing local centre.

Parts of the surrounding Clodeshall Road/Couchman Road area have undergone significant change over the last decade with the demolition of many of the older terraced houses and the redevelopment of the subsequent sites. New housing is being built, a new health centre has opened, and a park has been laid out. Discussions are taking place about the provision of additional community facilities.

### Key Opportunity 4: Alum Rock Road

An improved local centre will be secured through investment and development within the existing centre and its growth to the east

This will include:

- Maximising development opportunities and use of space within the existing centre.
- Expansion of the centre to the east between Langton Road and Naseby Road.
- Provision of additional off road parking and loading facilities at locations along the centre.
- Improvement of the public realm and environment.

#### Implementation

Local/National Funding	Partnership Working	Land Assembly/ CPO	CIL/ Section 106	Planning Management
✓	✓	✓	✓	✓

The proposals for Alum Rock Road include:

#### a. Maximising development opportunities and use of space within the existing centre.

The appropriate development of the following will be promoted:

- The former Tilt Hammer Public House site at the corner of Alum Rock Road and Adderley Road which has been vacant for many years and is an important and very visible site at the entrance to the local centre. This site, along with the adjoining car park and land in city council ownership, presents a number of potential development opportunities including retail and car parking.
- The Crown Buildings which have undergone some refurbishment

and offer further potential for improvement to provide a range of retail or community uses which could include office, business and training uses. There are opportunities for land at the rear of these premises to be brought back into more efficient use

- The former Leyland Club has planning permission for a mixed retail, community and residential development which includes a significant underground car park.

Support will be given to proposals which improve and maximise the use of existing buildings. This will include, the wider community use of Saltley Methodist Church (whilst ensuring the historic character of the building is safeguarded) and use of upper floors of retail premises.





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Plan 15 Alum Rock Road



Opportunities for ancillary commercial use or improved parking/servicing at the rear of existing commercial premises will be identified through a review of this space.

Particular support will be given to the provision of new facilities that will complement the centre including banking and finance facilities.

**b. Expansion of the centre to the east between Langton Road and Naseby Road.**

Conversion of properties on the Alum Rock Road frontage between Langton Road and Naseby Road to local retail or other appropriate local centre uses will be supported. The local centre boundary has already been amended to reflect this.

**c. Provision of additional off road parking and loading facilities at locations along the centre.**

Locations for additional well priced off-street pay and display parking will be identified to serve the centre. Where possible new development should accommodate parking; however, access to the centre for pedestrians and by public transport is good, and measures to promote access by these modes – limiting the need for car parking – will be a priority. Improvements to loading areas to the rear of commercial premises will also be supported.

**d. Improvement of the public realm and environment.**

Measures to improve the image and identity of the centre will be supported. This may include branding, environmental improvements, or centre management. Enhancements to the gateway into Alum Rock Road at Saltley Gate to the west and definition of a new gateway into the centre from the east will be promoted. The City Council will also work with HS2 Ltd and the Alum Rock local traders to minimise and mitigate the impact of the proposed temporary closure of Saltley Viaduct during the

construction of the new rail line upon the local centre.

**Justification**

Demand for units within the centre is high – vacancy levels are lower and rents higher than in comparable centres. Maximising the use of space within the centre is therefore vital. The level of demand is sufficient to justify managed growth; growth to the west is constrained by the road network so growth to the east is supported. This will be monitored and potentially reviewed in the future. The Shopping and Local Centres SPD sets out proposals for the expansion of the local centre to the east, and this also gained support from local residents and businesses. Parking, and associated congestion, on Alum Rock Road is a significant issue identified over many years.

Any opportunity to provide off-road parking and loading, in association with new development or otherwise, will be of benefit to the centre.

**Development considerations**

The majority of the sites are in private ownership. The City Council will work with land owners to bring development proposals forward within the context of the Area Action Plan. The expansion of the centre will be kept under review with potential for further expansion to be considered in the future.

One of the key challenges here relates to the impact of the growth of the centre to the east, in particular the resulting loss of housing as well as the need to safeguard residential amenity as adjoining properties are converted to commercial uses. There may be locations where some proposals for change of use may not be appropriate on amenity grounds – this might include restaurants and hot food takeaways, or uses that would generate an amount of noise such as day nurseries or certain community uses. It is recognised

that there are limited opportunities for off road parking along the main part of the centre.

The Council will work with public and private landowners to deliver car parking, and will consider assembly of sites where appropriate.

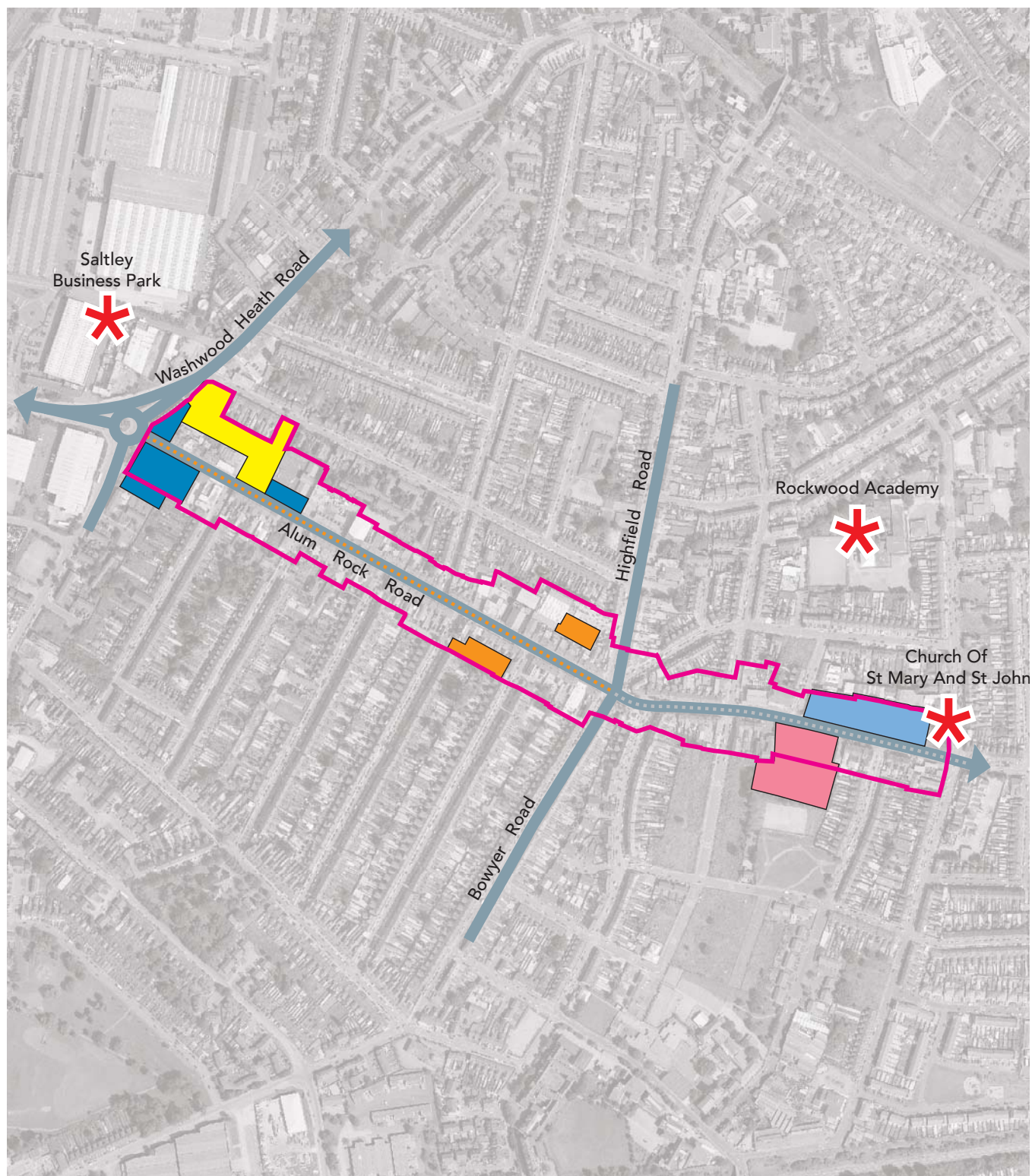
**Evolution of the proposal**

The Options Report presented two options for Alum Rock Road. The first suggested the development of additional retail and other centre related uses within the existing centre boundary, whilst the second option proposed the growth of the centre to the east – initially focussing on the properties between Langton Road and Naseby Road.

Comments received during the consultation supported key elements of both options as well as the need to address traffic and congestion issues, enhance the range and quality of facilities and significantly upgrade the image of the area.

The Preferred Option reflected the points raised during the earlier consultation. This received continuing support.

The proposals have been carried forward into the Submission Report.



#### Key

- |   |   |   |
|---|---|---|
| Alum Rock Road Local Centre                       | Opportunity to improve the commercial use of land including car parking to the rear of businesses | Road network (Existing and proposed)              |
| Existing education with opportunity for extension | Retail (Local Centre expansion)   | Traffic management and environmental improvements |
| Retail (Local Centre regeneration)                | Local landmark  |   |
| Mixed uses including commercial and residential   |   |   |



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Plan 16 Alum Rock Road (Proposals)



## Coventry Road

The Coventry Road centre is a traditional linear inner city local centre, straddling Coventry Road and stretching from Cattell Road to Small Heath Park, a distance of some 1.6 km (1 mile).

The centre serves the day to day needs of the mainly Asian population and incorporates a range of community facilities, including health facilities, leisure centre and park. In recent years the local centre has also become a focus for shops and businesses serving the Arab and Somalian communities. The majority of the shops are small and independently owned; which are complemented by the retail offer of Morrison's and Asda at either end of the centre. There has been some recent investment within the centre - including the creation of the St. Andrew's Retail Park.

Proposals to improve the vitality and viability of the centre will be supported and there are a number of potential opportunities for growth. Improvements to the environment and public realm of the centre will be promoted, as will the consideration of measures to improve accessibility and tackle localised congestion.

St Andrew's Stadium is a major leisure and sports attraction at the western gateway to the centre. It is likely that the stadium will remain in its current location, and that opportunities will be taken to further improve facilities at the existing site. The City Council will continue to work with the owners of the football club to explore opportunities to do this.

The proposals for Coventry Road include:

**a. New development to define the gateway at the western end of the centre.**

There are a number of opportunities at the western edge of the centre which should be developed so as to maximise the benefits of the proposed Metro

### Key Opportunity 5: Coventry Road

An improved local centre will be secured with investment within the existing centre and the promotion of new development and creation of a gateway at its western end.

This will include:

- New development to define the gateway at the western end of the centre.
- Creating a high quality business and enterprise environment in the area to the south of Coventry Road
- Enhancing the provision of retail and other facilities within the centre.
- Addressing local accessibility and car parking issues.
- Improvement of the public realm and environment.
- Support for the extension of the Metro route through the northern edge of the centre.

#### Implementation

Local/National Funding	Partnership Working	Land Assembly/ CPO	CIL/ Section 106	Planning Management
✓	✓	✓	✓	✓

route. This includes potential for higher density development which will contribute to the gateway and facilitate growth and jobs within the area, including:

- The former tram/bus depot at Coventry Road/Arthur Street, which could accommodate a mix of uses including residential to the rear.
- The frontage to St. Andrew's stadium, with potential to improve the public realm around the stadium including car parking and environmental works.
- Further measures to improve the environment and vitality of St Andrew's Retail Park.

- At Bordesley Circus there is potential to create a prominent and attractive frontage. The existing buildings fronting Bordesley Circus, including properties at Mount Pleasant, offer the opportunity for longer term redevelopment to improve the frontage to the ring road. Environmental enhancements such as appropriate signage, artwork, landscaping and planting will enhance pedestrian linkages to the City Centre and improve the gateway to the Bordesley Park area reflecting the importance of this major junction. The construction of the Bordesley Chords will impact on this area.





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Plan 17 Coventry Road

- The former cinema site at Coventry Road/Dart Street is potentially partially affected by the emerging Metro proposals. However, this site, along with adjoining sites including the maisonettes on Dart Street offer a longer term opportunity for redevelopment to provide high quality housing and community uses.

**b. Creating a high quality business and enterprise environment in the area to the south of Coventry Road.**

The area to the south of Coventry Road, around Herbert Road, Jenkins Street, Parliament Street and Whitmore Road, offers the potential to support community facilities and a high quality business and enterprise environment:

- The cluster of community uses around Chapman Road, Herbert Road and Jenkins Street could be enhanced by the addition of further related uses, and by improvements to the environment including to Sara Park.
- The Parliament Street area to the south of Coventry Road will be supported as an area for local enterprise and business. The uses which have grown in this area (sometimes without planning approval) will be regularised provided that they are of good design, contribute to the enhancement of the overall environment and have appropriate parking. Any operations should not extend beyond the site curtilage.
- The western part of the centre has also become a focus for Arab and Somalian shops and businesses. Further development will be supported which adds to the attractions and overall vibrancy of the area.
- The site adjoining 285 Coventry Road and corner of Coventry Road/Regent Park Road provides the opportunity for retail development. Retention or redevelopment of the car park at Regent Park Road would also be appropriate.

**c. Enhancing the provision of retail and other facilities within the centre.**

A number of other sites along Coventry Road offer the opportunity to enhance the provision of retail and other facilities within the local centre:

- Frontage sites and land to the rear of 440-474 Coventry Road present an opportunity for redevelopment and are also accessible from Wright Street to the rear.
- The site at the corner of Coventry Road and Golden Hillock Road offers the potential for residential development with retail on the Coventry Road frontage.
- The site adjacent to 511 Coventry Road is suitable for education, community or local centre uses, and has access from Lloyd Street to the rear for associated car parking.
- Properties at 670-672 Coventry Road have been derelict and boarded up for a number of years. These should be improved and brought back into viable use.
- Investment in existing buildings, both to safeguard heritage and bring upper floors back into use, will be encouraged.

**d. Addressing local accessibility and car parking issues.**

Additional off-street parking making use of public and privately owned sites to offer well priced pay and display parking to serve the centre will be supported. Where possible new development should accommodate parking. However, access to the centre for pedestrians and by public transport is good, and measures to promote access by these modes – limiting the need for car parking – will be a priority. The Muntz Street junction suffers from congestion. Measures to improve traffic flows, pedestrian facilities and the environment here will be supported.

The proposed Metro route passes the western end of the local centre. Consideration will be given to the positioning of stops to maximise the access benefits for the centre.

**e. Improvement of the public realm and environment.**

Measures which improve the quality of the local environment will be supported, including:

- Improvements to the public realm and the pedestrian environment within the local centre.
- A branding scheme to improve the identity of the centre and the marketing of its attractions and facilities.
- Enhancement of Small Heath Park and Sara Park and their linkages with, and use by, the surrounding residential community. The emphasis will be on improving facilities, the environment and public safety.

**f. Support for the extension of the Metro route through the northern edge of the centre.**

The proposed Metro route will run from the Curzon Street HS2 Station down through Digbeth to Adderley Street, where it will cross the Middleway. The route is then proposed to pass up Kingston Road, Cattell Road (in front of St. Andrews Stadium) and onwards along Bordesley Green.

**Justification**

The proposals reflect the comments received through the consultation and the benefits of combining elements from the various options set out in the Options Report.

Growth at the western end of the centre ties in with proposals for Metro and will maximise access benefits for the centre.

**Development considerations**

The majority of the sites are in private ownership. The City Council will work with land owners to bring forward development proposals. It is recognised that assembly of sites of sufficient size to secure private sector interest and investment



and enable the creation of a new western gateway to the centre will be a particular challenge, but that this is vital in maximising the benefits of Metro for this area.

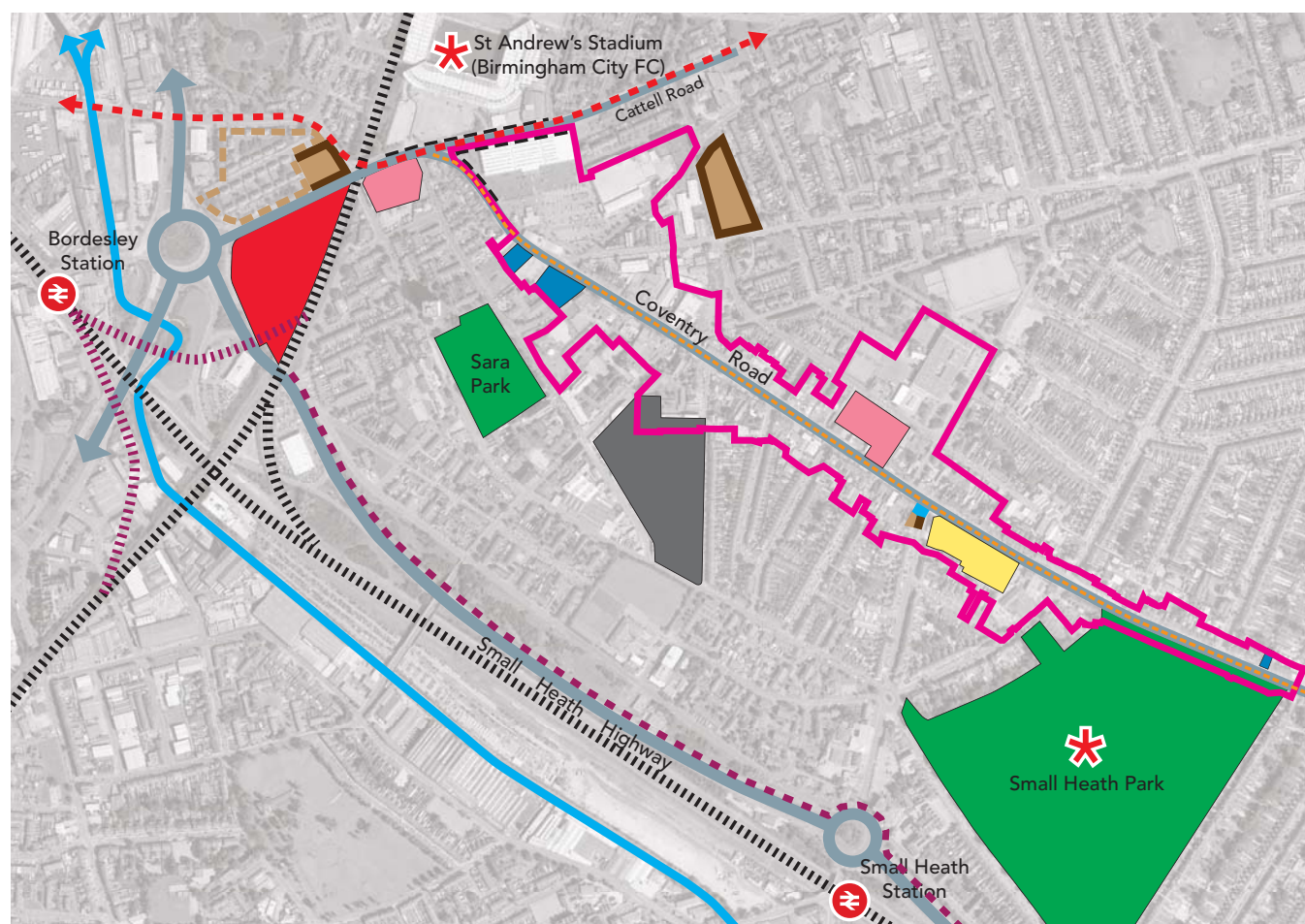
### Evolution of the proposal

The Options Report set out three options for the local centre. The first comprised a minimum intervention suggesting the concentration of growth within the existing centre, the second considered opportunities to create a significant 'gateway' at the

western approach to the centre, and the final option considered local centre consolidation, suggesting the return of some retail uses at the extreme east of the centre into residential use. All options included the potential to address traffic congestion and improve the public realm and pedestrian environment. Consultation on the Options Report generated significant interest in proposals for the centre, and many commented on the current limited opportunities for growth. There was support for the growth

of the local centre - particularly to the west to create an improved gateway into the centre, and further opportunities for businesses that would complement existing facilities within the established centre. This was carried forward into the Preferred Options Report and was again supported through consultation.

The proposals have been carried forward into the Submission Report.



#### Key

Coventry Road Local Centre	Education and community uses	Traffic management and environmental improvements	Proposed rapid transit route (Metro)
Residential/Community	Retail (Local Centre regeneration)	Road network (existing and proposed)	Proposed rapid transit route (Sprint)
Longer term residential development opportunity	Commercial (development opportunity)	Canal network	Rail stations
Improvements to park	Mixed uses	Railway lines	Local landmark
Business and Community uses (regularise)	Frontage Improvements	Bordesley Chords (indicative)	



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#### Plan 18 Coventry Road (Proposals)

# Neighbourhoods

For the purposes of the Area Action Plan the area is split into six neighbourhoods to enable a number of issues and potential opportunities to be considered in more detail.

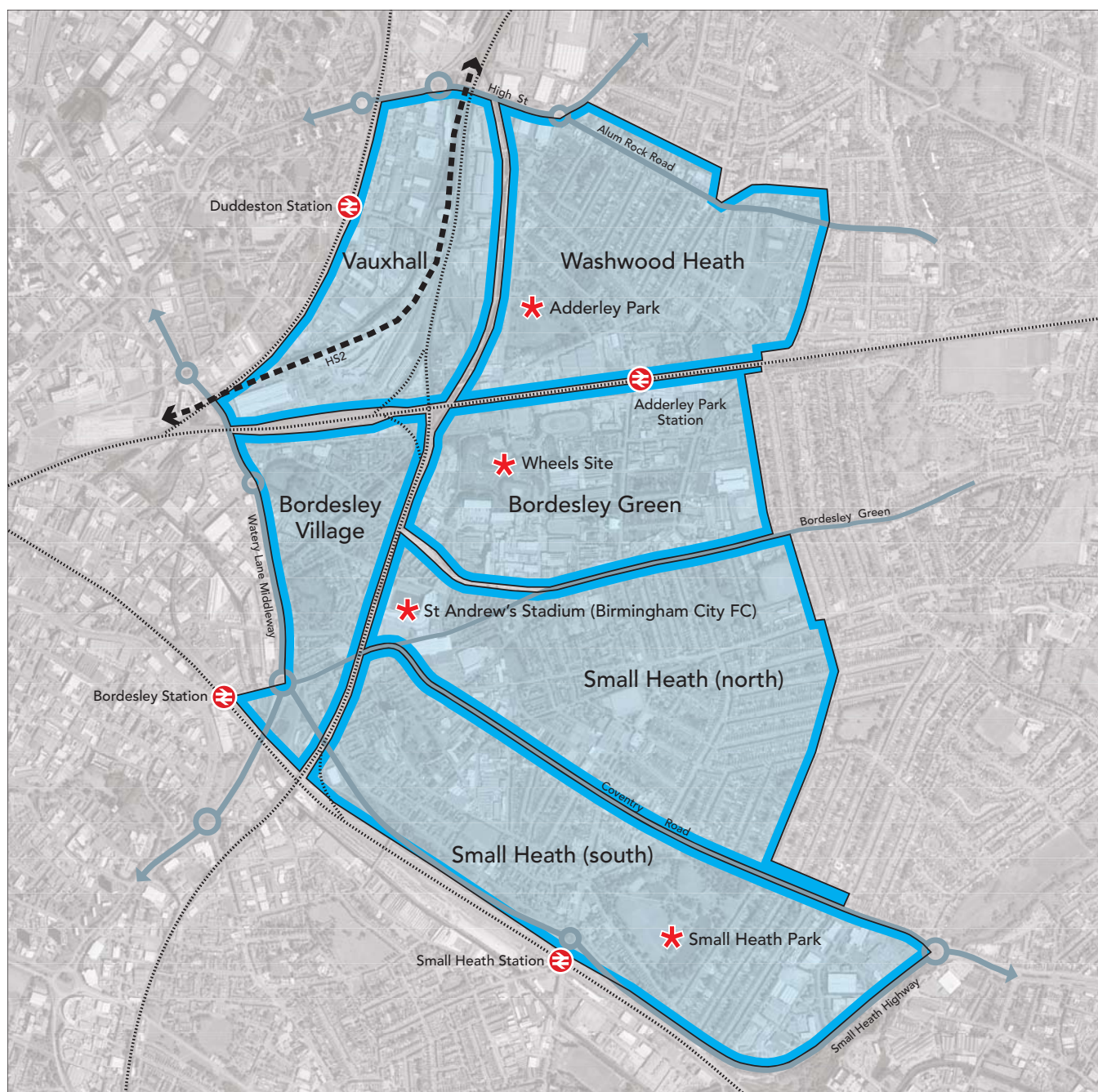
The six neighbourhoods are Vauxhall, Washwood Heath, Bordesley Village, Bordesley Green, Small Heath (north) and Small Heath (south); and are shown on the plan opposite. It is acknowledged that these boundaries are to a degree artificial and that there will be cross boundary issues that affect two or more neighbourhoods - in particular the local centres will draw trade from a much wider area. Nevertheless, this approach provides a means to focus on a number of issues at the local level.

The vision for each neighbourhood, along with the measures required to deliver that vision, has been developed throughout the plan-making process and has been subject to consultation.

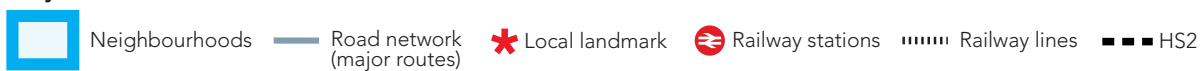


Small Heath





### Key



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## Vauxhall neighbourhood

The Vauxhall area accommodates a variety of industrial activities and large-scale storage facilities. It is identified as Core Employment Land and employment use will be protected.

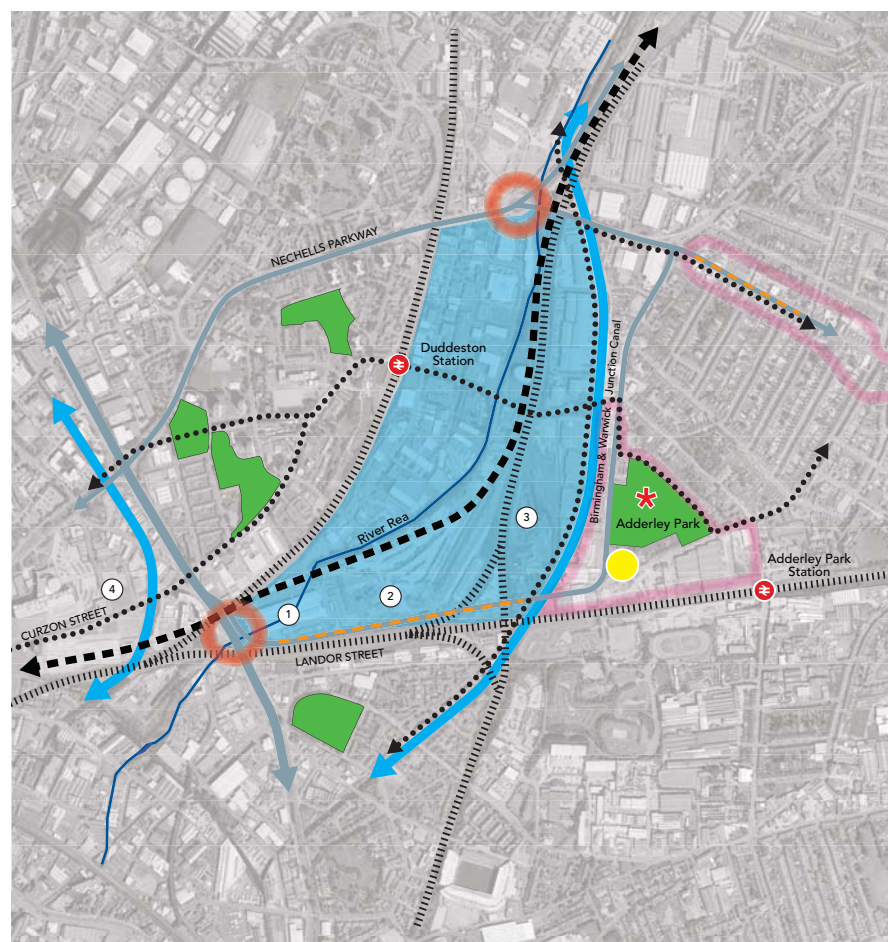
There are, however, issues in the area in terms of the quality of the local environment and public realm, as well as localised traffic congestion. For example businesses in Landor Street generate considerable HGV traffic that can, on occasions, tail back onto the ring road.

Duddeston Station, on Duddeston Mill Road, is served by 8 trains an hour on the Walsall and Cross City lines. A number of other rail lines cross this neighbourhood.

The proposed HS2 route crosses the Vauxhall area from Saltley viaduct as shown on the plan below, to the new City Centre Station on Curzon Street in Eastside. Part of the area is also within the safeguarded area published by the Department for Transport in order to protect land required to construct and operate the new rail line.

There is no formal green space within the neighbourhood. The River Rea runs through the area

in an open, man-made channel, and is classified as being of bad ecological status under the Water Framework Directive. The Birmingham & Warwick Junction Canal lies immediately to the east.



### Key

- Vauxhall neighbourhood
- Key opportunities for change
- Main vehicle route
- Local vehicle route
- Main pedestrian route
- Gateway location
- Landmarks
- Schools/Education facilities
- Existing public open space
- Railway
- HS2 route
- Canal
- River Rea
- Environmental and/or traffic management improvements
- ① Former DHL Logistics Depot
- ② Freightliner Depot
- ③ EMR Recycling facility
- ④ Birmingham City University Campus and car park



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Plan 20 Vauxhall neighbourhood

## Vauxhall neighbourhood

### Vision

Vauxhall has the potential to be a thriving industrial area and proposals for the growth of existing and the introduction of new businesses will be supported. This will include working with existing and potential occupiers, major business on Landor Street and also with HS2 Ltd regarding the impact of their proposals through the area. Measures will be introduced to improve access into the area and enhance the general environment including addressing the impact of car breakers and similar uses and maximising opportunities and local benefits offered by the area's canals, river and the wider green infrastructure network.

### Opportunities

A number of opportunities for the Vauxhall neighbourhood have been identified which help achieve this vision.

Measures to facilitate the expansion and growth of industrial uses within the area will be supported, including:

- The potential managed growth of EMR's operations on Landor Street provided that it incorporates improved access arrangements and other measures to mitigate the impact of the facility on the surrounding environment.
- Working with Freightliner to minimise the impact of HS2 on their operation, and to ensure

that their future plans can be realised with minimal impact on the road network.

Improved connectivity and access will be promoted, including:

- Measures to address localised traffic congestion and access problems, particularly on Landor Street. This will include initiatives to address the issues caused by HGV's parking and waiting on street, and will also require consideration of the impact of ring road junction improvements.
- Working with HS2 Ltd to mitigate the impact of HS2 on the area in terms of its environmental impact and the impact on movement resulting from the temporary closure of Saltley Viaduct during the construction of the new rail line.
- Improvements to the environment and accessibility of Duddeston Rail Station. The locally listed vacant former Wagon Works building also has the potential for the future stabling and maintenance of rolling stock.

Measures to improve the environment across the neighbourhood will include:

- Enhancement of the gateways into the area, in particular from the ring road at Landor Street and at Saltley Viaduct.
- Interventions to address the poor quality environment on Landor

Street around the Freightliner site and adjacent to the railway, including lighting of railway arches and bridges.

- Working to reduce the negative environmental impact of scrap yards, car breakers and similar uses in the area. This will include consideration of their cumulative impact and additional such uses will be discouraged.
- Improvements to the Birmingham and Warwick Junction Canal (also known as the Heartlands Ring) including the enhancement of the canal towpath, improved pedestrian access, lighting to improve safety, landscaping and opening the canal up to public view where it is crossed by roads.
- Working with the Environment Agency to reduce the risks of flooding. Recognising the importance of the River Rea, and identifying opportunities for improvements to its course through the area. Where possible and subject to an analysis of flood risk, the opportunity should be taken to improve the river including the naturalisation of the channel, enhancement of habitat and the design and setting of the new development.
- Improving the quality of the green infrastructure network across the neighbourhood. The use of green walls/roofs to promote biodiversity will be supported.

## Implementation

Local/National Funding	Partnership Working	Land Assembly/CPO	CIL/Section 106	Planning Management
✓	✓	✓	✓	✓





## Washwood Heath neighbourhood

The area contains two of the key opportunities for change, Alum Rock Road and Adderley Park, for which proposals are outlined in the Key Opportunities section.

This neighbourhood comprises parts of Washwood Heath and Saltley. The area is bounded by the West Coast Main Rail Line to the south and Alum Rock Road local centre to the north. To the west is the Birmingham and Warwick Junction Canal, with the residential streets of Naseby Road and Anthony Road to the east.

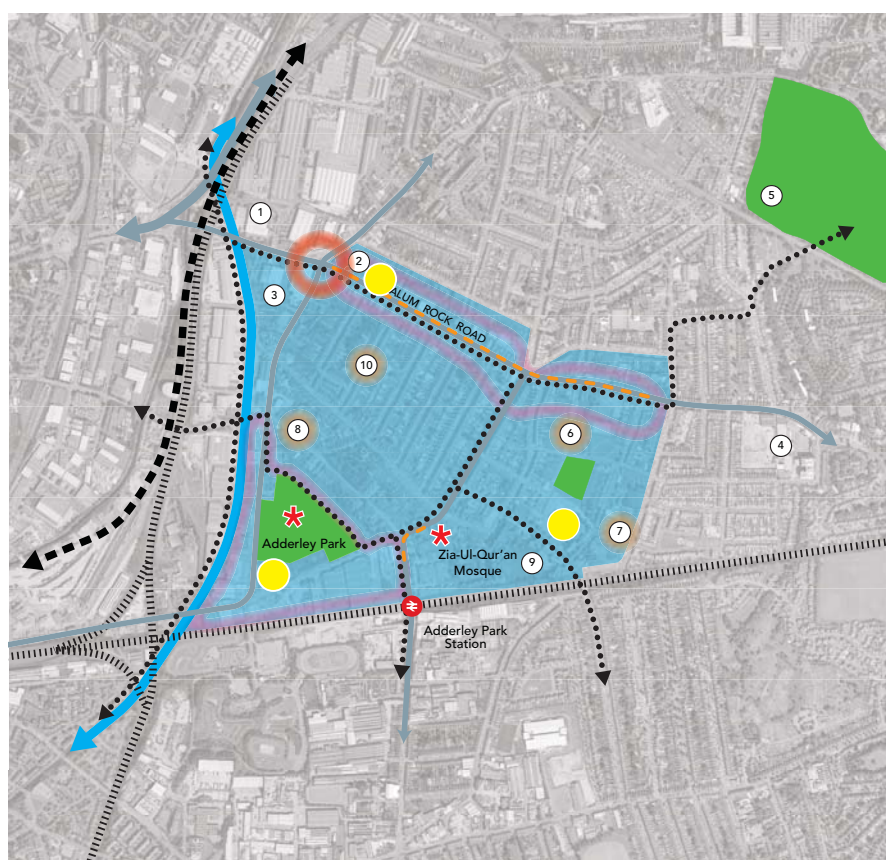
The neighbourhood mainly consists of housing, with retail premises concentrated along the vibrant Alum Rock Road, and a number of industrial clusters at Parkfield Road and Adderley Road/Arden Road. There are a number of prominent buildings within the area such

as Our Lady of the Rosary and St Therese of Lisieux Roman Catholic Church, St Peter's College, St. Saviour's Church (all grade II listed), and the Zakaria Mosque on Adderley Road and the Zia-UI-Qur'an Mosque on St Saviours Road.

There is a need to extend the education offer within the area as a whole, and the potential for extending existing school sites or identifying new sites will be explored. This includes consideration of the future options for Adderley Primary School (see Key Opportunity 3: Adderley Park).

There are issues of localised congestion and parking throughout this neighbourhood, particularly at Alum Rock Road, and within the residential streets to the south. Lorries associated with industrial uses also cause congestion, noise and safety concerns. Measures will be explored to improve parking and traffic management throughout the area, and the general environment within residential areas.

In addition to the proposals set out in Key Opportunity 3 Adderley Park and Key Opportunity 4 Alum Rock Road, there are a number of opportunities to realise the vision for Washwood Heath.



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Plan 21 Washwood Heath neighbourhood

### Key

- Washwood Heath neighbourhood
- Key opportunities for change
- Main vehicle route
- Local vehicle route
- Main pedestrian route
- Railway
- Canal
- Landmarks
- HS2 route
- Environmental and/or traffic management improvements
- Gateway location
- Residential
- Existing public open space
- Schools/Education facilities
- ① Saltley Business Park
- ② Crown Buildings, Saltley Gate
- ③ Crawford St/Cranby St
- ④ Former Smith and Nephew Site
- ⑤ Ward End Park
- ⑥ Clodeshall Rd
- ⑦ Parkfield Rd
- ⑧ George Arthur Rd/Adderley Rd
- ⑨ St. Peter's College
- ⑩ Ralph Rd

## Washwood Heath neighbourhood

### Vision

Washwood Heath has the potential to be an increasingly attractive residential neighbourhood and this will be delivered through the promotion of housing growth and relocation of non-conforming businesses. The area will be served by high quality community facilities including its parks, community buildings and schools and a vibrant local centre at Alum Rock Road. It will benefit from an improved range of employment opportunities including at Saltley Business Park and Crawford Street and enhanced accessibility through key junction improvements, and the development of new cycle routes.

### Opportunities

Improvement of the residential area will be supported, including:

- The relocation of non-conforming industrial uses at Parkfield Road and Anthony Road, providing opportunities for new residential development and improving the environment in the immediate locality.
- The promotion of housing growth within the area. Redevelopment of the former clearance sites in the Clodeshall Road / Couchman Road area is now underway. Further opportunities exist on sites at Adderley Road, St Saviour's Road, George Arthur Road, and to the rear of properties on Ralph Road.

- Residential and/or education uses on the former Smith and Nephew site on Alum Rock Road (just outside the AAP area)

- Improvements to the residential environment including initiatives to improve the energy efficiency of homes and to better manage parking in residential areas.

Community facilities play an important role in creating a high quality neighbourhood. Opportunities include:

- The enhancement of Adderley Park as a valuable asset for the area, including facilities for leisure/exercise, and more widely improving the quality of the green infrastructure network across the neighbourhood including the Birmingham and Warwick Junction canal
- Working with St Peter's Urban Village Trust to secure enhanced facilities for students, businesses and community uses at St. Peter's College.
- Support for the enhancement of education provision. This could include extending the site area of existing schools, and the improvement of the physical environment around individual school sites such as Parkfield School.

New and improved employment locations will be promoted including:

- Support for Saltley Business Park (located just outside the AAP area) as a core employment area,

promoting its refurbishment for industrial and employment uses.

- The regeneration of the Crawford Street/Cranby Street area as an industrial employment area including enhancements to the local environment. The management of individual sites and operations in the area should be addressed, and relocation of poor quality uses explored. The existing sports pitch is identified by HS2 Ltd for use as a construction compound. Any loss of this facility will have to be mitigated.

Better connectivity across the area and to the City Centre will be encouraged, including:

- Transportation measures to address localised congestion, for example at the junction of Arden Road, Bordesley Green Road and Ash Road, including a review of HGV movement to minimise impact on residential areas.
- Working with HS2 Ltd to mitigate the impact of HS2 on the environment and on movement resulting from the temporary closure of Saltley Viaduct.
- A waymarked cycle route between the City Centre and Stechford, utilising quiet roads, marked cycle lanes, shared pavements for pedestrians and cyclists, improvements to side road junctions, new and upgraded signalised crossings where routes cross main roads, and measures to reduce vehicle speeds.

### Implementation

Local/National Funding	Partnership Working	Land Assembly/CPO	CIL/Section 106	Planning Management
✓	✓	✓	✓	✓



# Bordesley Village neighbourhood

Bordesley Village neighbourhood is bounded by railway lines to the north, south and east and by the inner ring road to the west, and is located to the immediate east of the Digbeth quarter of the City Centre.

The area is predominantly residential in character, with commercial uses fronting major junctions at Bordesley Circus and Garrison Circus and industrial activity located around Garrison Street.

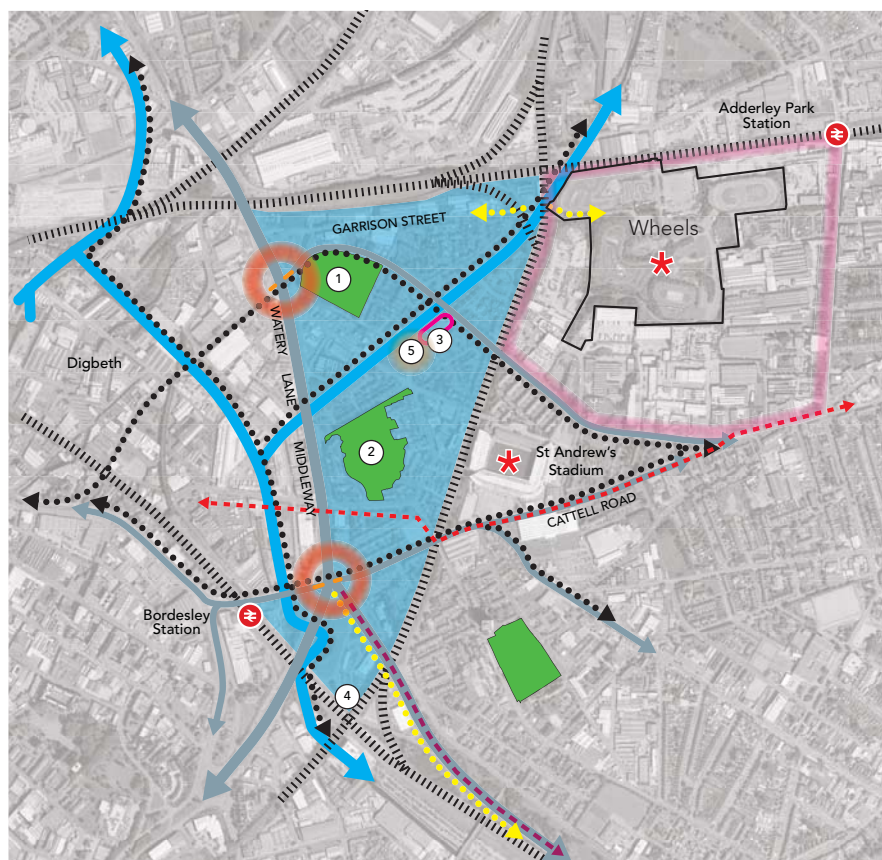
The residential village was developed as part of a significant regeneration scheme in partnership with Bournville Village Trust by the Heartlands Urban Development Corporation. Major investment in the area included the construction of a new community park at Kingston Hill and a new 'village centre' which incorporates a community centre and medical facilities.

A number of buildings add historic character to the village including the Garrison Centre (Grade II listed) and the locally listed Sportsman Pub.

The neighbourhood is bisected by the Birmingham and Warwick Junction Canal which links to the City Centre canal corridor and runs through the village centre, providing a canal side setting for residential development. There is scope for further improvements to the canal environment to encourage recreational use by local residents and to support its amenity and nature conservation value.

The ring road and junctions at Bordesley Circus and Garrison Circus present a barrier to pedestrian movement, and suffer from significant traffic congestion. However, there is potential to develop these major junctions into prominent gateways into the area, particularly at Bordesley Circus which is the main gateway from the City Centre and links to the A45 corridor.

The proposed Metro route passes through this area along Kingston Road and Cattell Road.



- Key**
- Bordesley Village neighbourhood
  - Key opportunities for change
  - Main vehicle route
  - Local vehicle route
  - Main pedestrian route
  - Proposed future pedestrian route
  - Proposed rapid transport route (Metro)
  - Proposed rapid transport route (Sprint)
  - Railway
  - Canal
  - Gateway location
  - Residential
  - Landmarks
  - Environmental and/or traffic management improvements
  - Existing public open space
  - Local Centre
  - ① Garrison Lane Park
  - ② Kingston Hill Community Park
  - ③ Bordesley Village local centre
  - ④ Bordesley Chords
  - ⑤ Lower Dartmouth Street

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Plan 22 Bordesley Village neighbourhood



## Bordesley Village neighbourhood

### Vision

Bordesley Village is an established residential area and will benefit from improved connectivity including pedestrian and public transport routes, and links to the City Centre across the ring road. Existing ring road junctions will be improved. Additional housing development will consolidate its residential nature, whilst commercial opportunities will be promoted along key routes and at major junctions. There are opportunities for improvements to the Bordesley Village local centre and to the areas parks, open spaces and canal network.

### Opportunities

The western end of Coventry Road falls within this area, and is addressed in Key Opportunity 5: Coventry Road. In addition, a number of potential opportunities to realise the vision for the Bordesley Village neighbourhood have been identified.

Improvements to movement and access across the area will be supported including:

- Measures to improve vehicular flow and reduce congestion at key junctions along the ring road. The potential for future bus priority measures would be incorporated within any proposals for Bordesley Circus and Garrison Circus.

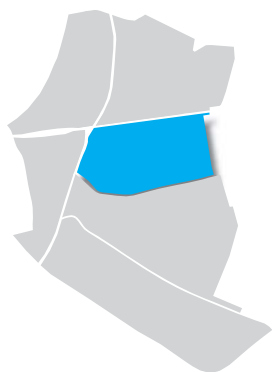
- Improved pedestrian links from the City Centre to the Bordesley Park area through measures to improve pedestrian access across the ring road and junctions. There is also the opportunity to upgrade the canal bridge (locally listed) on Coventry Road to encourage pedestrian movement to and from the City Centre.
- Enhancement of Garrison Circus (and Bordesley Circus as set out in Key Opportunity 5: Coventry Road) as a major gateway to the area from the City Centre through new commercial development (including industrial, office, hotel and appropriate leisure uses) along the frontage of the junctions and ring road. Environmental improvements will contribute to defining these gateways.
- Providing a controlled crossing for Metro across the ring road at Adderley Street and Kingston Road.
- High quality pedestrian walking links from residential and commercial areas to the new Metro route.

Measures to enhance the area as an attractive residential neighbourhood will include:

- Further residential development on vacant or under used sites and along the canal corridor, including at Lower Dartmouth Street.
- Measures to support the vitality and viability of the Bordesley Village local centre and improve permeability and linkages to the surrounding residential area.
- Enhancements to the green infrastructure network across the neighbourhood will be promoted, in particular Kingston Hill Park and Garrison Lane Park as high quality areas of public open space with improved linkages with surrounding residential communities. Environmental improvements along the canal corridor such as enhancing pedestrian access, bridges, embankments and towpaths will increase its recreational and wildlife value.

## Implementation

Local/National Funding	Partnership Working	Land Assembly/CPO	CIL/Section 106	Planning Management
✓	✓	✓	✓	✓



## Bordesley Green neighbourhood

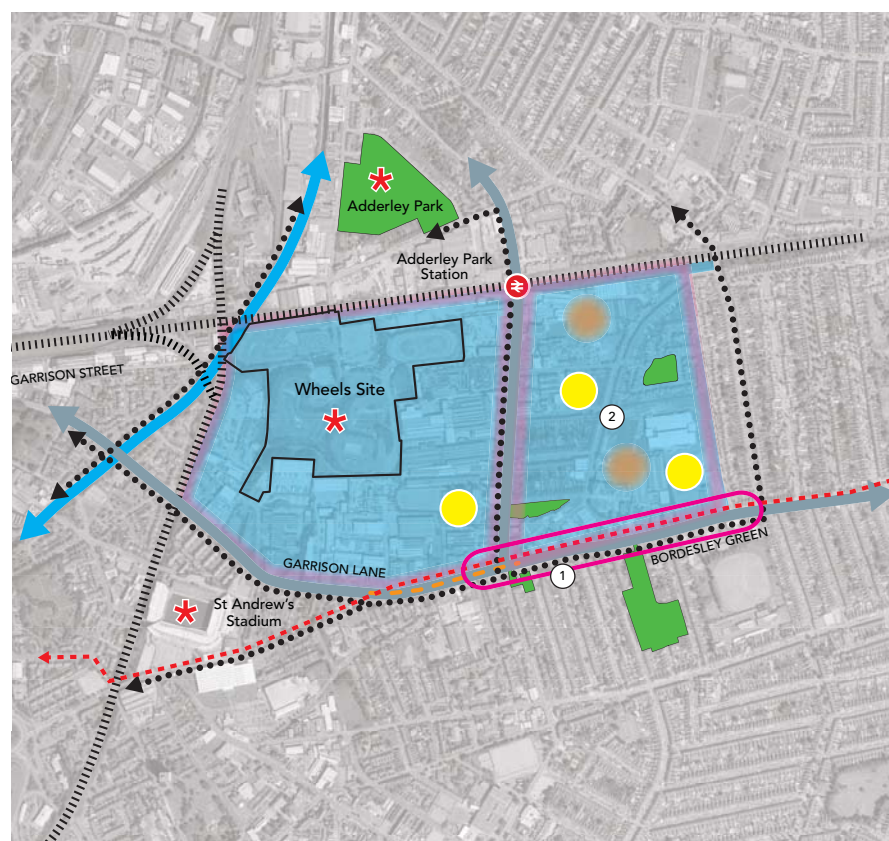
Bordesley Green contains two of the key opportunities for change, the Wheels Site and Environs and Cherrywood Road, which are addressed in the Key Opportunities section.

The West Coast Main Line bounds this neighbourhood to the north. Garrison Lane and Bordesley Green to the south form the main route running through the neighbourhood, providing connections to the City Centre to the west and Heartlands Hospital to the east (just outside the AAP boundary). The north side of Bordesley Green is primarily in industrial use, interspersed with community uses such as the Darul Barakaat Masjid (the former Tilton Road Girls' School) and HMS Forward (a modern purpose built training establishment for Armed Forces reservists).

Bordesley Green local centre is located at the junction of Bordesley Green with Bordesley Green Road and Victoria Street, and extends to the east along Bordesley Green. The junction is frequently congested and the local centre has a poor quality environment overall. The Metro route linking the City Centre to the Airport along Cattell Road/ Bordesley Green is likely to require the reconfiguration of uses on the Bordesley Green frontage and will open the area up to development opportunities.

To the east at the Fordrough is the Bordesley Green Campus of South and City College Birmingham.

Adderley Park Railway Station, located in the north of the area, currently has a limited service and poor environment for passengers. This is in need of improvement.



### Key

- Bordesley Green neighbourhood
- Key opportunities for change
- Main vehicle route
- Local vehicle route
- Main pedestrian route
- Proposed rapid transport route (Metro)
- Railway
- Canal
- Landmarks
- Environmental and/or traffic management improvements
- Existing public open space
- Residential
- Schools/Education facilities
- Local Centre
- Bordesley Green local centre
- Cherrywood Road Area



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Plan 23 Bordesley Green neighbourhood

## Bordesley Green neighbourhood

### Vision

The Bordesley Green neighbourhood will be the main focus for the AAP's employment and housing growth with new employment uses proposed on the Wheels site and new housing at Cherrywood Road which will be supported by the potential for enhancement of the Bordesley Green local centre. Enhanced pedestrian, vehicle and public transport movement, including Metro, will complement these transformational proposals.

### Opportunities

Alongside the proposals for the Wheels Site and Environs (Key Opportunity 1) and Cherrywood Road (Key Opportunity 2), a number of opportunities to realise the vision for the Bordesley Green neighbourhood have been identified.

Measures to improve public transport in Bordesley Green will include:

- Support for the introduction of a Metro route along Cattell Road/Bordesley Green. The impact of this on the Bordesley Green frontage is likely to incorporate significant reconfiguration and improvement of Bordesley Green Local Centre which will unlock the wider development potential of adjoining land.

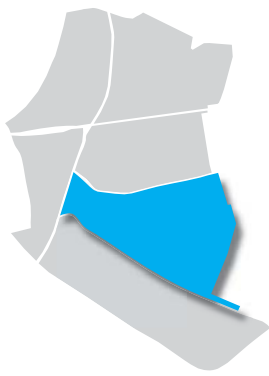
- Working with Transport for West Midlands to promote improvements to rail services, accessibility and the general environment of Adderley Park Railway Station. There is a requirement for an increased service frequency to provide access to wider employment opportunities, for example at the Airport and adjoining business parks. Enhanced pedestrian access to the rail platforms and improvements to the general environment of the station are also required.

Measures to reduce congestion and improve road safety at the junction of Garrison Lane and Bordesley Green and at the junction of Bordesley Green with Bordesley Green Road/Victoria Street will be supported. Opportunities to reduce rat-running through adjacent residential areas will be explored. Works will be required at Cattell Road/Bordesley Green to accommodate Metro.

Improvements to the quality of the green infrastructure network across the neighbourhood, including access to the canal and cycle network, will be promoted.

### Implementation

Local/National Funding	Partnership Working	Land Assembly/CPO	CIL/Section 106	Planning Management
✓	✓	✓	✓	✓



## Small Heath (north) neighbourhood

Bordesley Green (including Key Opportunities 1 & 2) and Garrison Lane bound this neighbourhood to the north, with Coventry Road (including Key Opportunity 5 Coventry Road) to the south.

The neighbourhood is mainly residential, with retail uses along Green Lane and Bordesley Green and St Andrew's Stadium (home of Birmingham City Football Club) and St Andrew's Retail Park at the junction of Cattell Road and Coventry Road. The preferred option for Coventry Road provides more detail on the changes proposed here.

St Andrew's Stadium currently has a capacity of just over 30,000 seats. The football club is a major leisure and community asset (including conferencing venue) which draws people and investment into the area. However it is located within a high density urban area and on match days there are issues for local residents and businesses in

terms of congestion, car parking and general disturbance. The club has aspirations which potentially include expanding both the capacity and facilities at the stadium in the longer term.

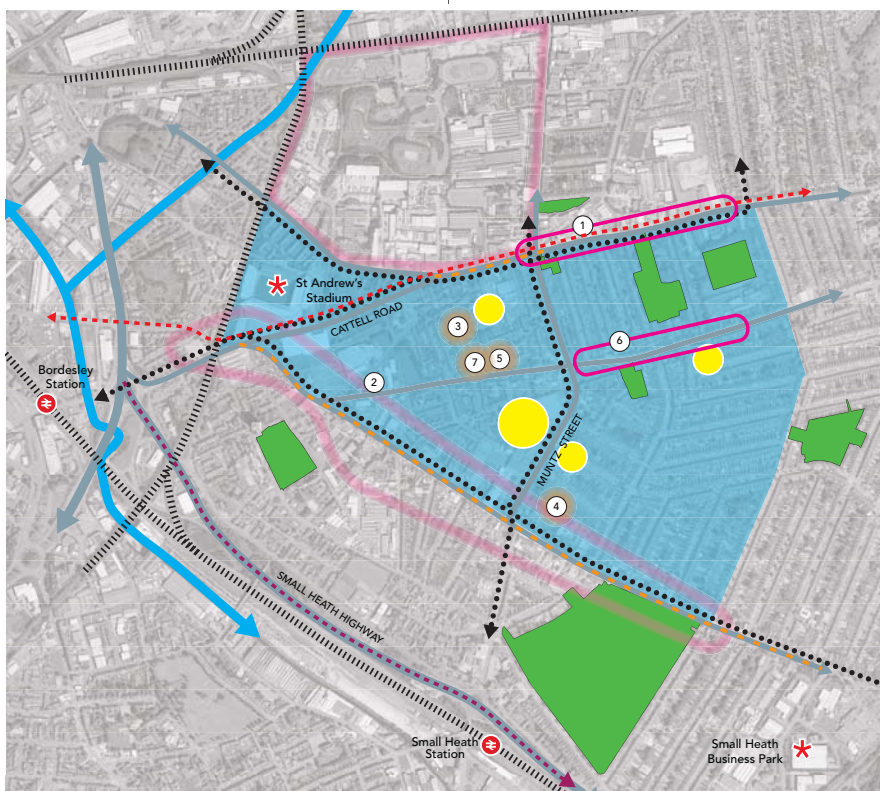
St Andrew's Retail Park is a relatively modern development adjacent to St Andrew's and at the gateway into Coventry Road Local Centre. This comprises a large Morrison's food store and adjacent retail park, with food outlets on the Coventry Road frontage.

There are issues of traffic congestion along the linear routes through the area (Coventry Road, Green Lane and Bordesley Green) with particular pinch points at the junction of Muntz Street and

Coventry Road and the junction of Bordesley Green, Bordesley Green Road and Victoria Street. There are also problems with vehicles diverting along residential streets at peak times.

The proposed Metro route along Bordesley Green will require changes to traffic management, and potentially reconfiguration of uses on the Bordesley Green frontage (addressed in Key Opportunities 1 & 2).

The east of the area comprises well-established Victorian terraced housing, with some more recent in-filling development. There are issues with congestion and car parking within these terraced streets due to limited off street and on street parking.



- Key**
- Small Heath (north) neighbourhood
  - key opportunities for change
  - Main vehicle route
  - Local vehicle route
  - Main pedestrian route
  - Railway
  - Proposed rapid transport route (Metro)
  - Proposed rapid transport route (Sprint)
  - Canal
  - Landmarks
  - Environmental and/or traffic management improvements
  - Existing public open space
  - Local Centre
  - Schools/Education facilities
  - Residential
  - Bordesley Green local centre
  - Green Lane Mosque
  - Eversley Road
  - Wright Street
  - Former Emerald Club
  - Green Lane local centre
  - Hafton Grove



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Plan 24 Small Heath (north) neighbourhood



## Small Heath (north) neighbourhood

### Vision

A range of measures will be promoted to improve the environment of Small Heath (north), including reuse of vacant or underutilised sites including a number for residential purposes, enhancements to shopping and community facilities such as Green Lane local centre and a number of local schools, and management of the impact of the football ground. These will contribute to a more attractive neighbourhood.

### Opportunities

As well as proposals identified in Key Opportunities 1, 2 & 5, which bound this neighbourhood to the north and south, a number of potential opportunities have been identified for the Small Heath (north) neighbourhood.

The redevelopment or reuse of vacant sites and buildings will be supported including:

- The former Emerald Club on Green Lane for residential uses.
- Vacant land in Grove Cottage Road.
- Vacant land at the corner of Green Lane and Victoria Street for residential use.
- Vacant land at Eversley Road for residential use.

Residential redevelopment and improvements within the area and Hafton Grove/Talfourd Street will be promoted. There are also

opportunities for new housing at North Warwick Street, Regency Close, Carlton Road and Wright Street. The National Express WM site on Bordesley Green would also be suitable for residential development should the land become available.

Community facilities and local services are key in making the neighbourhood more attractive. The following will be supported:

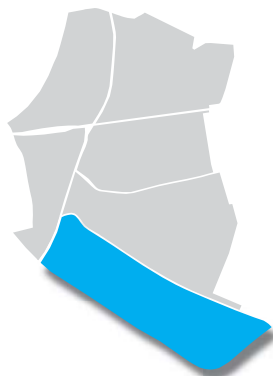
- Improvements to Green Lane local centre.
- Growth of community facilities including education and training uses, and places of worship, to meet the needs of the local community.
- Consider the requirements of local schools in terms of their site area, new facilities and the quality of the surrounding environment including Wyndcliffe, Somerville, Marlborough and Small Heath Schools.
- Potential acquisition of additional property to allow the rationalisation of split site schools such as Small Heath.
- The City Council will work with the football club as their aspirations develop. Measures to address the parking and congestion issues on match days will also be identified.

Other measures to make the neighbourhood more attractive will include:

- Enhancements to existing open space and sports facilities within the area including the Henry Barber Recreation Ground, Green Lane (MEB) Playing Fields and Digby Park (located just outside the AAP area), as well as improving the quality of the green infrastructure network across the neighbourhood more generally.
- Improvements to the Muntz Street corridor including the quality of the environment and the junctions with Coventry Road and Green Lane.
- Metro stops to serve the football ground and local centre.

### Implementation

Local/National Funding	Partnership Working	Land Assembly/CPO	CIL/ Section 106	Planning Management
✓	✓	✓	✓	✓



## Small Heath (south) neighbourhood

This neighbourhood comprises the area to the south of Coventry Road (including Key Opportunity 5 Coventry Road) from Bordesley Circus to Heybarnes Circus. It is bounded by the Birmingham to Solihull/Stratford upon Avon rail line to the south.

The Small Heath Highway (A45), and to a lesser extent Coventry Road, provides a key route between the City Centre and the airport/NEC and the national motorway network. The area forms part of the city's international gateway, and as such is ideally located to provide opportunities for investment.

The residential offer in the wider area includes traditional older terraces, post war redevelopment along Bolton Road, and some particularly attractive larger older properties facing Small Heath Park. Limited recent housing development has taken place. However, new housing opportunities will be explored, including a review of sites currently

in other uses and making better use of vacant properties.

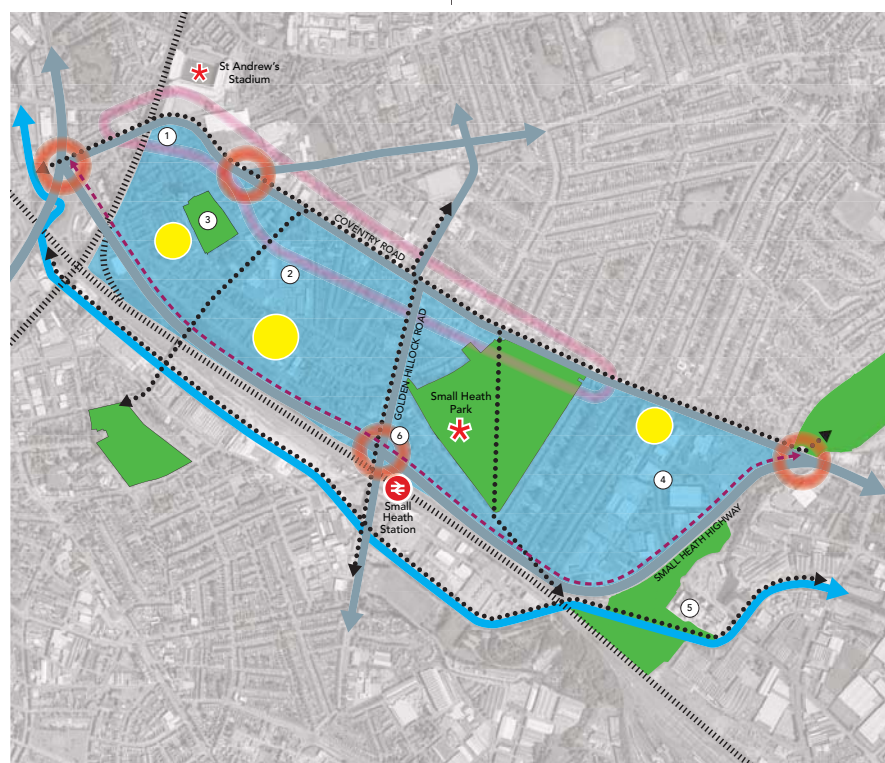
Small Heath Park and Sara Park provide the main areas of open space in the neighbourhood, and both provide a range of facilities (see Key Opportunity 5). The area is also very close to the Cole Valley, the Grand Union Canal and the Ackers, and these areas provide additional recreation opportunities. There are opportunities for the further enhancement of local recreational facilities and to enhance connectivity with and use by the surrounding residential community.

There are a number of vacant units at Small Heath Business Park and the scope for making this

site more attractive to potential occupiers (including businesses relocating from other parts of the AAP area or due to HS2) will be promoted. Similarly, the adjacent Sapcote Trading Estate presents opportunities for investment and refurbishment.

A SPRINT rapid transit route is proposed along the A45 (the Small Heath Highway) linking the City Centre with the Airport and HS2 interchange.

The development of the 'Camp Hill Chords' will require major infrastructure works which will affect this area.



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Plan 25 Small Heath (south) neighbourhood

- Key**
- Small Heath (south) neighbourhood
  - Key opportunities for change
  - Main vehicle route
  - Local vehicle route
  - Main pedestrian route
  - Proposed rapid transport route (Sprint)
  - Railway
  - Canal
  - Existing public open space
  - Gateway location
  - Landmarks
  - Schools/Education facilities
  - Former tram/bus depot and neighbourhood office
  - Jenkins Street/ Whitmore Road/ Camelot Way area
  - Sara Park
  - Small Heath Business Park
  - Tyseley Energy Recovery Facility
  - Ghamkol Sharif Mosque



## Small Heath (south) neighbourhood

### Vision

The Small Heath (south) neighbourhood provides a mixed residential offer, shopping and community uses at Coventry Road Local Centre, a range of employment uses, and open spaces including Small Heath Park. The area benefits from access to key transport corridors and proximity to the City Centre and these will be maximised through the improvement of a range of transport facilities including SPRINT, pedestrian and cycle routes and improvements to the general environment.

### Opportunities

As well as proposals for Coventry Road Local Centre (see Key Opportunity 5), a number of opportunities have been identified for the Small Heath (south) neighbourhood.

Environmental enhancements will be supported at:

- Major gateways into the area at Heybarnes Circus and the junction of Coventry Road and Cattell Road.
  - Small Heath Highway, reflecting its importance linking the City Centre to Birmingham Airport and the NEC.
  - The Golden Hillock Road / Wordsworth Road/Waverley Road junction, which is an important community focus and provides access to Small Heath Park.
  - Wider improvements to the quality of the green infrastructure network across the neighbourhood will also be supported.
- Access improvements, particularly links with the City Centre will be supported including:
- Enhanced access and linkages to the Grand Union Canal and Cole Valley to the south of the AAP area.
  - Supporting improvements to public transport within the area including enhancing bus routes and services as well as the introduction of rapid transit (SPRINT) along the A45.
  - Improved pedestrian routes and linkages across the area particularly across Coventry Road and across Small Heath Highway at Poets Corner to Small Heath Rail Station.
  - Improved cycle and walking linkages to the River Cole linear open space and the canal.
  - Measures to address traffic congestion within the area, particularly at Heybarnes Circus, Poets Corner and the junction of Coventry Road, Golden Hillock Road and Muntz Street.
  - Opportunities for traffic calming in residential streets.
- Where appropriate we will support local schools to meet requirements in terms of their site area, improved facilities and the quality of the surrounding environment. Local schools include Regent's Park, Holy Trinity and Holy Family.
- There is potential to develop a Combined Heat and Power (CHP) network in the area incorporating houses, schools, industrial premises on Small Heath Business Park and the Asda foodstore, given the proximity to the Tyseley Energy Recovery Facility and the Tyseley Environmental Enterprise District.

### Implementation

Local/National Funding	Partnership Working	Land Assembly/CPO	CIL/ Section 106	Planning Management
✓	✓	✓	✓	✓

# Delivery

Once adopted, the AAP will set out a clear vision for the transformation of the area over the next 13 years. It will provide clarity and certainty for the market and promote the area as a place for investment and growth.

A delivery plan for the AAP has been prepared which considers the following three elements:

- Working in partnership with the local community, stakeholders and developers.
- The statutory planning process.
- Delivery vehicles.

## Working in Partnership

The City Council is committed to working with the local community to ensure that the AAP is a joint and shared vision for the future of the area. By working together the City Council and the local community will be in a better position to achieve their collective goals.

By defining the vision for the area, the AAP provides a mechanism to attract developers and investors into the area. This will be achieved by:

- Strengthening links with the private sector including existing businesses within the area as well as potential developers and investors.
- Co-ordinating public sector investment to maximise the objectives and impact of public sector resources. This would include working with Homes England the West Midlands Growth Company, health and education providers, sports organisations, HS2 Ltd and other bodies within the area.
- Working with the Greater Birmingham and Solihull Local Enterprise Partnership and its partners to link the AAP to the objectives and opportunities arising from the LEP.

- Working with the West Midlands Combined Authority to promote economic growth and secure additional investment.
- Working with Transport for West Midlands to deliver the transportation objectives within the AAP.
- Increased co-operation with traders' organisations within the local centres, including strengthening the range of town centre management initiatives and supporting the development of membership organisations such as Business Improvement Districts to promote the interests of businesses.
- Working with West Midlands Police

Ensuring that new development and investment opportunities help to strengthen the local economy and benefit the local community will be fundamental to the success of the AAP. In particular there will be an ambition and expectation to connect local people with new job and training opportunities within the AAP area, the City Centre and adjacent areas of employment. The City Council's Employment Access Team will have a vital role to play in helping to deliver localised employment solutions by bringing together the collective resources of the City Council, Jobcentre Plus and the Skills Funding Agency.

## The Statutory Planning Process

The AAP will be a statutory planning document. It will provide robust guidance for future development (providing clarity and certainty for the market) and will be a material consideration in the

determination of future planning applications within the area. The City Council will therefore apply its development management role, together with its other regulatory powers, to shape, determine and enable development to help deliver the proposals and policies within the AAP. The AAP will also provide a context and support for the use of the City Council's compulsory purchase powers (where appropriate) to assist with site assembly and to facilitate development.

## Delivery Vehicles

There are a number of potential funding mechanisms and opportunities that the City Council will explore as the AAP and its proposals are advanced. These may include:

- Working with the Greater Birmingham and Solihull Local Enterprise Partnership to identify opportunities for funding.
- Maximising the benefits of wider growth through the East Birmingham Prospectus for Growth and subsequent East Birmingham Growth Strategy proposals.
- Maximise the opportunities arising for the area through the introduction of HS2 and the Midlands HS2 Growth Strategy.
- A Community Infrastructure Levy (CIL), or similar tariff based levy, to fund the public infrastructure required by development.
- Planning obligations secured as part of new development where appropriate.
- Utilising European or subsequent funding regimes to support individual projects.

- Working with organisations such as the Wildlife Trust to identify funding for particular projects.

The City Council will continue to build upon the financial and viability work undertaken to date to progress the deliverability of individual proposals and policies within the AAP.

A Site Delivery Plan has therefore been produced for the main proposals within the AAP and will be refined and updated throughout the lifetime of the Area Action Plan

As proposals are developed through the plan making process a phased programme of projects and initiatives will be established. This will be the focus for investment in the area, in terms of the City Council's financial resources as well as its skills and time.



**Waheed Nazir**  
Strategic Director, Economy  
Birmingham City Council

# Monitoring and Evaluation

Monitoring and evaluation will be crucial in providing feedback and information on the performance of policies within the final AAP. It will determine how well policies are working and whether any appropriate policy adjustments are needed. In the context of the new planning system, with its focus on the delivery of sustainable development, monitoring will have an added importance in providing information on whether sustainability aims and objectives are being achieved.

## Developing a monitoring framework

A specific monitoring framework is under development for the AAP, which will include the following elements:

- A review of existing policy (local through to regional and national).
- Information gaps and collection.
- The monitoring process and key responsibilities.
- An indicator database.
- Critical collection dates and timetable.

The monitoring framework will link to an evaluation process, which will assist the evaluation of the Plan's performance. The final monitoring framework will need to comply with all of the above and take full account of the monitoring needs of Sustainability Appraisal.

## The indicator database

The Best Practice Guidance issued by the former ODPM for monitoring LDFs was withdrawn in 2011, and it is now up to each council to decide what to include in their monitoring reports. The guidance suggested a broad range of indicators and it is proposed that these are retained for the purpose of monitoring the Bordesley Park AAP.

These are:

- Contextual indicators - these describe the wider social, environmental and economic background against which local development framework policy operates.
- Output indicators - these are used to assess the performance of policies.
- Significant effect indicators - these are used to assess the significant social, environmental and economic effects of policies.

A common set of indicators will be developed specifically for monitoring the AAP which are likely to include the following key contextual and output indicators which will be developed into a series of targets within the Submission Stage AAP and monitored annually.

These will include:

- Unemployment rate.
- Employment land take up.
- Amount of land / floor space developed by employment type.
- Jobs created.
- Affordable houses constructed.
- Total dwellings constructed.
- Residential density.
- New public open space.
- Public transport patronage.
- Floor space constructed (retail, leisure/community, education).
- Other indicators emerging from the Sustainability Appraisal.

## Critical collection dates and timetable

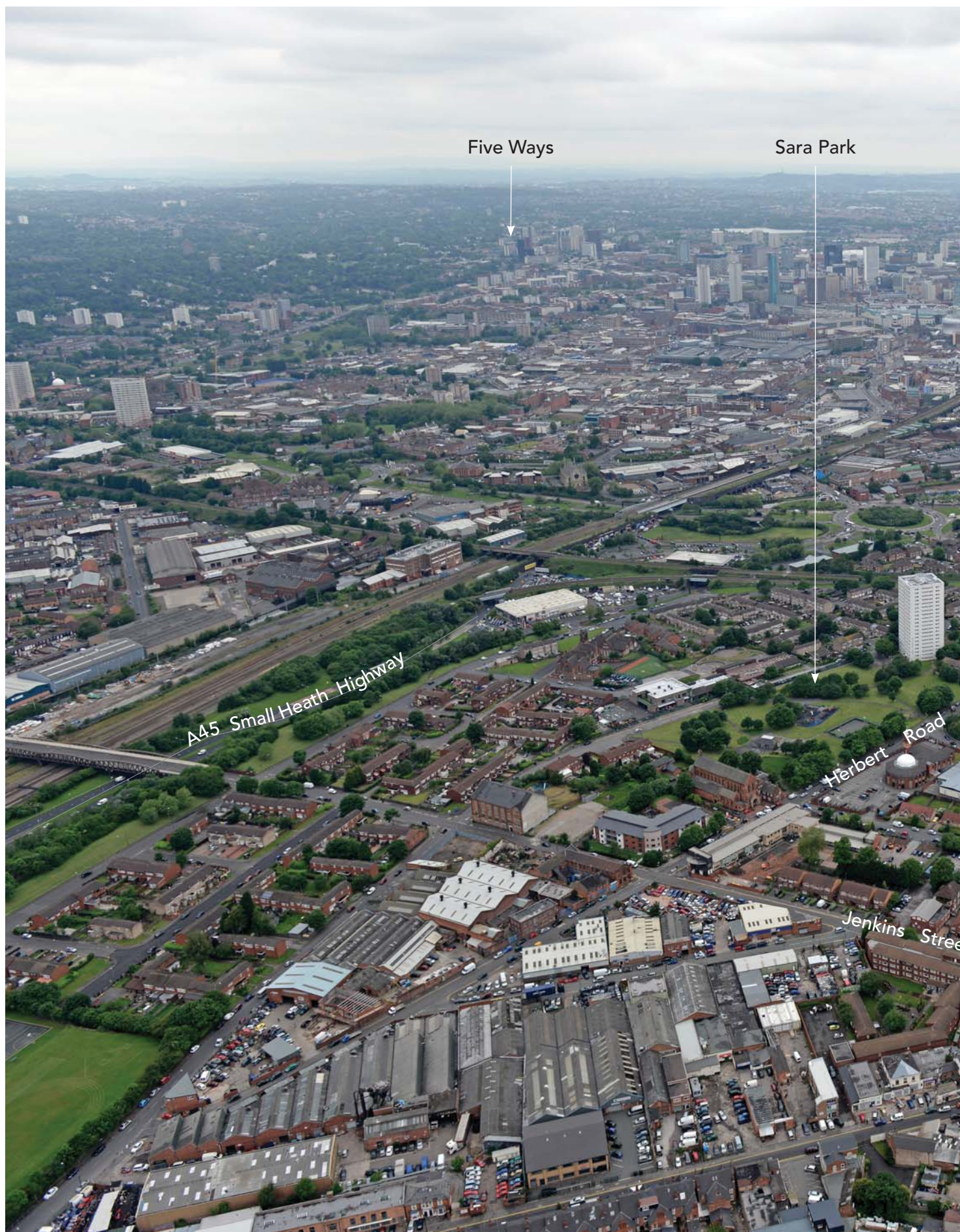
It will be important that the monitoring framework contains a detailed timetable which sets out critical information collection dates. This will allow for comparable analysis to be undertaken and the development of appropriate trend data.

## Evaluation

The final monitoring framework will need to link to an appropriate evaluation process which will analyse the outcome of the AAP against expectations over set timescales.







Aerial view across the AAP area towards the City Centre







# Appendix A - Policy Context

## National Planning Policy Framework (March 2012)



The NPPF sets out how the planning system should contribute to sustainable development and, in doing so, how planning needs to perform economic, social and environmental roles.

The NPPF supports the plan-making process, including the identification of strategic sites, and places particular emphasis on the role of planning in delivering sustainable economic growth through job creation. It provides the context for Birmingham's Local Development Framework.

## The Birmingham Plan (UDP) (adopted 1993 - revised 2005)



The UDP has provided the city-wide planning policy framework since its adoption in 1993, and focussed on the need to maximise opportunities for economic revitalisation and urban renewal.

With the adoption of the Birmingham Development Plan in January 2017, the UDP will no longer form part of the city's planning framework. The exception will be Policies 3.14 to 3.14D relating to design, and Chapter 8, additional City-wide policies, which will remain in force until the adoption by the City Council of the Development Management Development Plan Document.

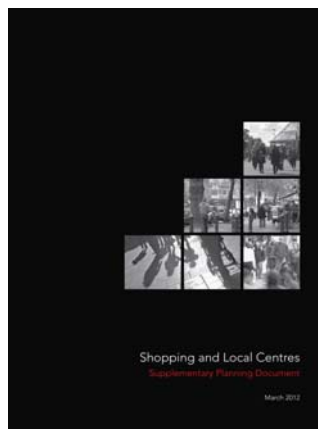
## The Birmingham Development Plan 2031



The Birmingham Development Plan (BDP) was adopted in January 2017 and 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.

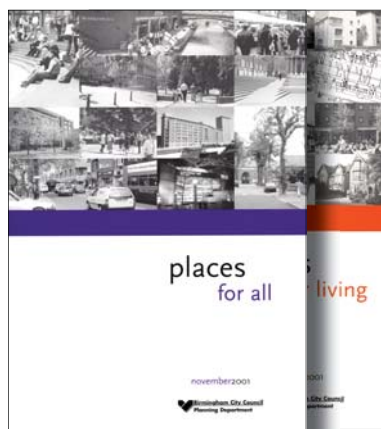
The population of the city is rising and the plan identifies the key locations for housing and economic growth. A number of Growth Areas are identified which will make a significant contribution to this and Bordesley Park is included as Growth Area 7 (GA7) along with proposed levels of housing and employment growth.

## Shopping & Local Centres SPD (2012)



The SPD sets out detailed policies to protect and promote the vitality and viability of local centres through a balance of retail and non-retail uses, and to encourage and guide new investment. These policies aim to maintain the primary retail function of centres, prevent an over concentration of non-retail uses, and ensure that proposals resulting in a loss of retail do not have a negative impact on the viability and vitality of existing centres. This includes policies to prevent the over concentration of hot food takeaway shops in centres and in shopping parades.

## Design and Access



The Places for All Supplementary Planning Guidance (2001) sets out the principles of good urban design which should be adopted in all development proposals within the city. Its sister document, Places for Living (2001), is particularly concerned with good design in residential developments. The principles promote the development of sustainable and accessible places reflective of local characteristics and diverse local needs. New development should also be inclusive. Design should reflect the principles of the Access for People with Disabilities SPD (2006) to ensure it is accessible to all.

## Sustainability



Birmingham has ambitions to become one of the world's leading green cities.

The report of Birmingham's Green Commission, 'Building a Green City', sets out actions for creating a low carbon green economy as part of Birmingham's overall ambition for a 60% reduction in carbon dioxide emissions by 2027.

Further guidance will be provided in the emerging Supplementary Planning Document 'Your Green and Healthy City' the draft of which (then named 'Places for the Future') requires new development to demonstrate strong sustainability credentials including:

- Securing carbon emission reductions in new development.
- Minimising reliance on the car.
- Minimising energy and water consumption.
- Sustainable approaches to construction and waste management.

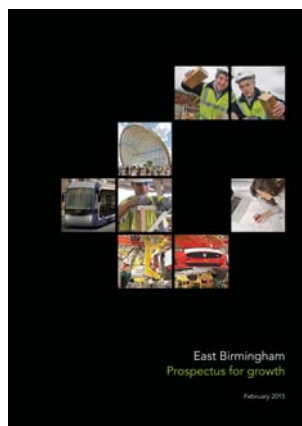
### Loss of Industrial Land SPD (2006)



The SPD seeks to protect industrial land and sets out criteria that must be met prior to the loss of industrial land to alternative uses. This includes a requirement to maintain a reservoir of industrial land, consideration of issues associated with non-conforming uses, and the marketing of land for continued industrial use.

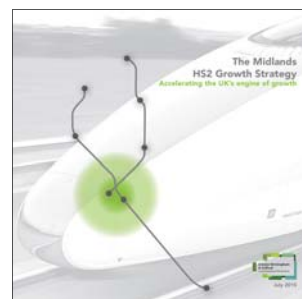
Key aspects of this SPD have been incorporated into the Birmingham Development Plan (PolicyTP19)

### The East Birmingham Prospectus for Growth (2015)



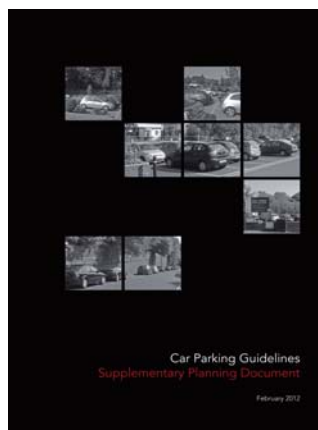
The East Birmingham Prospectus for Growth was published in February 2015 and focuses on the opportunities for growth in East Birmingham given its location between the city centre and UK Central. It identifies opportunities for more than 3.7 million square feet of new employment floor space across a wide range of sites including the opportunity at the Wheels site within the Bordesley Park area. The prospectus also acknowledges the opportunities presented by the area's local centres and emphasises the Council's commitment to addressing issues of low employment and skills rates and improving transportation and communications infrastructure to support the needs of local people and business.

### The Midlands HS2 Growth Strategy – Accelerating the UK's engine of growth



The HS2 Growth Strategy was published by the Greater Birmingham and Solihull Local Enterprise Partnership in July 2015 and emphasises the benefits of High Speed 2 to the region – creating an economic, social and environmental legacy for the project that builds upon the region's strengths of its people, businesses and places. The document outlines how the LEP will target investment to unlock regeneration schemes and a broad growth strategy is explained that will deliver a wide range of benefits for the region.

### Car Parking Guidelines SPD (2012)



This document sets out the car parking standards which the City Council will apply when considering planning applications for new development.

### Shop Fronts Design Guide SPG (1996)



This SPG provides detailed design guidance for shop fronts, signs and advertisements, as well as security and a range of other features.

### Birmingham Connected Moving Our City Forward Birmingham Mobility Action Plan White Paper November 2014



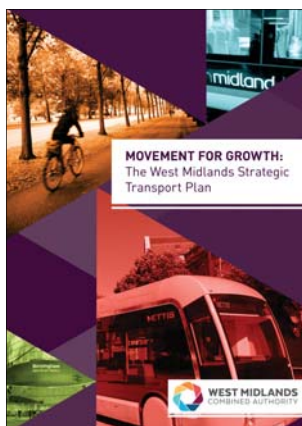
The Mobility Action Plan sets out a vision to create a transport system which puts the user first and delivers the connectivity that people and business require. The aim is to improve people's daily lives by making travel more accessible, more reliable, safer and healthier, and using investment in transport as a catalyst to improve the fabric of the city.

The four main principles of the Action Plan comprise:

- Enabling different travel choices
- A transport system for everyone
- A corridor approach – balancing competing needs
- Delivery – learning lessons.

The Action Plan considers the full range of transport modes and sets out a comprehensive strategy for investment and improvement.

West Midlands Combined  
Authority Strategic Transport  
Plan Movement for Growth  
(June 2016)



Movement for Growth sets out the vision and strategy in planning for and delivering a transport system across the West Midlands Metropolitan area that will boost the regional economy and improve the daily lives of residents and workers.

The Strategy focusses on making better use of existing road and rail capacity and investment in public transport, cycling and walking for much needed additional sustainable transport capacity.





# Appendix B - Glossary of Terms

Term	Abbreviation	Meaning
Affordable Housing		Low cost market housing and subsidised housing irrespective of tenure, ownership or financial arrangements, available to people who cannot afford to rent or buy houses generally available on the open market.
Allocation		The use assigned to a piece of land in a local development plan.
Area Action Plan	AAP	A type of Development Plan Document which sets out the planning policies and land use allocations for a particular area and provides a planning framework for areas of significant change or regeneration.
Big City Plan	BCP	Non-statutory planning and regeneration framework prepared to guide development in Birmingham City Centre up to 2026.
Biodiversity		The whole variety of life encompassing all genetic, species and ecosystem variations.
Birmingham Development Plan (formerly Core Strategy)		Development Planning Document providing a spatial framework for the growth of Birmingham up to 2031.
Black and Minority Ethnic Communities	BME	Black and Minority Ethnic Communities.
BREEAM Excellent Standard	BREEAM	Building Research Establishment Environmental Assessment Method (BREEAM) promoting high environmental standards.
Brownfield land		Land previously developed.
Code for Sustainable Homes		A new national standard for sustainable design and construction of new homes launched in December 2006.
Commitments		Land that is the subject of an existing planning permission.
Convenience retail		Shops which sell everyday essential goods, including food and other grocery items.

Term	Abbreviation	Meaning
Comparison retail		Shops which sell items not bought on a frequent basis such as electrical goods and shoes.
Community Infrastructure Levy	CIL	A new mechanism to secure funding towards future infrastructure that comes into force through the CIL Legislations 2010.
Community uses		This includes uses in D1 Use (Use Classes (Amendment) Order 2005) such as places of worship, community halls, clinics, health centres, day nurseries, museums, libraries, education and training centres and D2 Use (Use Class (Amendment) Order 2005) such as cinemas, sports halls, swimming baths, gyms, other indoor or outdoor sports and leisure.
Corridor		Area linking two or more centres normally focused around transport infrastructure.
Density		Measure of the number of dwellings per hectare (ha).
Employment Land		Land that is in business (B1b&c), and/or industrial (B2) and/or storage/distribution (B8) use.
Environmental Impact Assessment	EIA	A procedure and management technique which ensures that the likely effects of new development on the environment are fully appraised and taken into account before the development is allowed to go ahead.
Equality Impact Needs Assessment	EINA	A process for assessing how a Council policy affects communities and mitigating any adverse impacts on any group.
Flood Plain		Land adjacent to a watercourse over which water flows, or would flow but for defences in place, in times of flood.
Gateway		A gateway is an entrance into an area, normally at key junctions and crossroads. Opportunities may exist to improve the quality of these sites by ensuring that high quality development is secured, or where no new development is proposed, through high quality public realm improvements.
Greenfield land		Undeveloped land.

Term	Abbreviation	Meaning
Local Enterprise Partnership	LEP	A voluntary partnership between local authorities and businesses to help determine local economic priorities and lead economic growth and job creation within the local area or region.
Mixed use development		A development that makes provision for a variety of uses e.g. residential, retail and business. An example of this would be the Mailbox in Birmingham.
National Planning Policy Framework	NPPF	The national policy framework for England published in 2012.
Opportunity Sites		Areas of land, or derelict buildings, vacant or underused land which have the potential to be used and redeveloped for alternative uses.
Public Open Space	POS	Publicly accessible open land of recreational or public value, including parks, playing fields and landscaped areas.
Retail uses		Shops (A1), Professional and Financial Services (A2), Restaurants and Cafes (A3), Drinking Establishments (A4) and Hot Food Takeaways (A5).
Section 106 Agreement/Planning Obligation	S106	A legal agreement, negotiated in the context of a planning application, between a local planning authority and persons with an interest in the application land - intended to make acceptable development which would otherwise be unacceptable in planning terms.
Site of Importance for Nature Conservation	SINC	Statutory designation for sites of county or district interest identified by English Nature.
Site of Local Importance for Nature Conservation	SLINC	Non-statutory designation for sites of nature conservation interest of lower quality than Sites of Importance for Nature Conservation identified by Urban Wildlife Trust.

Term	Abbreviation	Meaning
Strategic Environmental Assessment	SEA	European Directive 2001/42/EC, known as the "Strategic Environmental Assessment" or "SEA" Directive, requires a formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment. Authorities which prepare and/or adopt a plan or programme that is subject to the Directive must prepare a report on its likely significant environmental effects, consult environmental authorities and the public, and take the report and the results of the consultation into account during the preparation process and before the plan or programme is adopted.
Supplementary Planning Document	SPD	A Local Development Document that may cover a range of issues, thematic or site specific, and provides further detail of policies and proposals in a "parent" Development Plan Document.
Supplementary Planning Guidance	SPG	A document which covers a range of issues, both thematic and site specific and provide further details of policies and proposals in a development plan. Not statutory documents.
Sustainable Drainage Systems	SuDS	A sequence of management practices and control structures designed to drain surface water in a more sustainable fashion than some conventional techniques.
Sustainability Appraisal	SA	Identifies and evaluates the effect of plans/proposals and strategies on social, environmental and economic factors. This will incorporate any requirements for Strategic Environmental Assessment (SEA) arising from European legislation.
Sustainable development		Development that meets the needs of the present without compromising the ability of future generations to meet their own needs (Brundtland 1987).
Transport for the West Midlands		Body responsible for promoting and developing public transport across the West Midlands Combined Authority. (Replaces the West Midlands Integrated Transport Authority and Centro).
Unitary Development Plan	UDP	Plan prepared by Metropolitan District and some Unitary Local Authorities containing policies equivalent to those in both a Structure Plan and Local Plan.









# Sustainability Appraisal of the Bordesley Park Area Action Plan

## Sustainability Appraisal Report to accompany the AAP Pre-Submission Report

February 2017



# Sustainability Appraisal of the Bordesley Park Area Action Plan

Sustainability Appraisal Report  
to accompany  
the AAP Pre-Submission Report,  
February 2017

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<b>Report Title:</b>	Sustainability Appraisal of the Bordesley Park Area Action Plan: Pre-Submission Version
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## Acronyms

<b>AAP</b>	Area Action Plan
<b>BAP</b>	Biodiversity Action Plan
<b>BCC</b>	Birmingham City Council
<b>BDP</b>	Birmingham Development Plan
<b>BREEAM</b>	BRE Environmental Assessment Methods
<b>CHP</b>	Combined Heat and Power
<b>(D)CLG</b>	(Department of) Communities and Local Government
<b>COMAH</b>	Control of Major Accident Hazards
<b>CfSH</b>	Code for Sustainable Homes
<b>GI</b>	Green Infrastructure
<b>GIS</b>	Geographic Information Systems
<b>HGV</b>	Heavy Goods Vehicle
<b>HSE</b>	Health and Safety Executive
<b>PPG</b>	Planning Practice Guidance
<b>PPP</b>	Policy, Plan and Programme
<b>SA</b>	Sustainability Appraisal
<b>SEA</b>	Strategic Environmental Assessment
<b>SHLAA</b>	Strategic Housing Land Availability Assessment
<b>SLINC</b>	Sites of Local Importance for Nature Conservation
<b>SPD</b>	Supplementary Planning Document
<b>SuDs</b>	Sustainable Drainage Systems

# Non-technical summary

## What is Sustainability Appraisal (SA)?

Sustainability Appraisal (SA) is integral to the preparation and development of a Local Plan, to identify how sustainable development is being addressed. SA is a statutory process incorporating the requirements of the European Union Strategic Environmental Assessment (SEA) Directive.

## The Bordesley Park AAP

A Sustainability Appraisal (SA) is being carried out alongside the development of the Bordesley Park Area Action Plan Pre-Submission Report (January, 2017). The Area Action Plan (AAP) is a new plan that helps to shape the area's growth strategy for the coming years. The AAP sets out where houses and places of work will be located. The AAP has been developed in consultation with a range of local stakeholders and has the following vision:

### **A revitalised neighbourhood, delivering growth in a high quality urban environment**

The vision is in turn supported by four objectives:

- For Bordesley Park to become a focus for sustainable growth in terms of economic activity, housing and community infrastructure;
- For Bordesley park to benefit from improved linkages within and across the area to the City centre and other centres of activity;
- For the character and quality of the environment across the whole of Bordesley Park to be improved; and
- To ensure a sustainable future for Bordesley Park, and for the area to make a positive contribution to the City's sustainability targets.

The Birmingham Unitary Development Plan (UDP) is the current statutory plan for Birmingham. The Birmingham Development Plan (BDP) was adopted in January 2017. The BDP is the key document that sets out the overall strategic policies for the city and in turn informs other documents dealing with specific areas or proposals (such as the Bordesley Park AAP).

Once adopted, the AAP will form part of the Local Development Framework (LDF) and will be a formal Development Plan Document, which has statutory plan status. As such it will be a material consideration in the determination of future planning applications and development proposals, and provide more detailed planning policies for the area.

## SA of the Bordesley Park AAP

The version of the AAP which is assessed in this SA report is the pre- submission version of the Bordesley Park Area Action Plan; the draft version of the Plan which will be submitted to the Secretary of State for Communities and Local Government for Examination in Public. It is based on the results of the public consultation undertaken on the Bordesley Park Options Report between August and October 2011 and the subsequent Preferred Options report between July and October 2013, as well as further technical work. Further comments on the SA are now invited as part of the process and prior to the submission of the AAP to the Secretary of State for public examination.

Local Planning Authorities such as Birmingham City Council use SA to assess local plans against a set of sustainability objectives developed in consultation with local stakeholders and communities. This assessment helps Local Planning Authorities identify the relative environmental, social and economic performance of possible strategic and policy options, and to evaluate which of these may be most sustainable.

This document is known as an SA Report. It includes the requirements of an environmental report in accordance with the SEA Directive. It has been prepared to appraise the pre-submission stage of the Bordesley Park AAP.

## Purpose and content of the Sustainability Appraisal Report

The purpose of this SA Report is to:

- Identify, describe and evaluate the likely significant effects of the Pre-Submission Version of the Bordesley Park AAP and its reasonable alternatives; and
- Provide an opportunity for statutory consultees, interested parties and the public to offer views on any aspect of the SA process, which has been carried out to date.

The SA Report contains:

- An outline of the contents and main objectives of the AAP and its relationship with other relevant plans, programmes and strategies;

- Relevant aspects of the current state of the environment and key sustainability issues for the area;
- The SA Framework of objectives and indicators against which the AAP has been assessed;
- A summary of the appraisal findings from earlier stages in the plan making process, including the appraisal of reasonable alternatives for the AAP;
- The likely significant sustainability effects of the AAP;
- The measures envisaged to prevent, reduce, and as fully as possible offset any significant adverse effects which may arise as a result of the AAP;
- A description of the measures envisaged concerning monitoring the sustainability effects of the AAP; and
- The next steps for the SA.

### The scoping stage for the SA

A Scoping Report was prepared by Birmingham City Council (BCC), and this was submitted to stakeholders in 2009. This set out the intended scope and level of detail to be included in the SA Report and included a plan, programme and policy review, an evidence base for the assessment, key issues and environmental challenges to address, and an SA Framework of objectives and indicators against which the AAP could be assessed. Following consultation on the Scoping Report, the information presented in the document was updated to take into account responses received. This concluded the first stage of the SA process.

### Assessment of reasonable alternatives

The SA process requires plan makers to identify, describe and evaluate reasonable alternatives for the different development and policy opportunities that could be chosen to formulate the plan. Reasonable alternatives are also known as options. Reasonable alternatives have been prepared at different stages of the AAP's evolution.

Initial reasonable alternatives were prepared in 2010. These reasonable alternatives had been identified following (i) discussions with major stakeholders, Members and Senior Officers, (ii) recognising changes in Government Policy and (iii) taking account of the latest evidence. All of the options at this stage related to the Wheels site and immediate environs. Four options were identified. Each option was appraised by the SA process and results were published in an SA Options Report dated August 2010.



AAP Options were then prepared in August 2011 and related to four 'areas of transformation':

- The Wheels site and Environs
- Adderley Park
- Alum Rock Road
- Small Heath Local Centre

Each option was appraised by the SA process and results were published in an SA Options Report dated September 2011.

The findings from both of these options assessments were used to inform a third options document: the Preferred Options version of the AAP, which was produced in July 2013. The Preferred Options consisted of Development Principles, Key Opportunities for Change and Neighbourhoods. The SA process was again used to appraise this latest AAP version. The Preferred Options SA Report was produced in July 2013.

The results of the options stages are summarised in **Chapter 3** of this document. **Chapter 4** explains which of the reasonable alternatives were chosen for inclusion in the Pre-Submission version of the AAP.

### Assessment of the opportunities included in the Draft Pre-Submission Report of the AAP

The Pre-Submission Report of the AAP (January, 2017) includes four Development Principles, six Neighbourhoods and five Key Opportunities for Change Areas. All content has been assessed against the SA Framework of objectives and indicators. The likely positive and adverse sustainability effects of the plan, established within this SA report in **Chapters 5-7**, are presented in **Table N1** and **Table N2**.

Where assessment uncertainty prevailed this was due to a lack of information available to fully assess the policy or site, for example because the policy relies on behavioural change which may or may not occur; because the effect development has depends upon its design and layout, whereby issues such as flood risk could be mitigated by designing the development in such a way as to minimise the risk; or an ambiguity in how a policy could be interpreted, such as uncertainty over whether community facilities or housing will be developed on site.

Those opportunities identified as uncertain have been treated as being potentially adverse in nature. They should be monitored in order to establish early on in the process of plan

implementation whether they will in fact become negative, as well as provide time to compensate for and mitigate these potential negative effects. The uncertain impacts of the AAP should be mitigated where possible so that only positive impacts remain.

**Table N1:** Potential sustainability effects of the AAP

Potential sustainability effects of the AAP
<p><b>Accessibility and transportation</b></p> <p>Strong focus on supporting a modal shift from the private car to more sustainable forms of transport.</p> <p>Promotion of rapid transit routes through the area which provide better sustainable transport links to the city centre and airport.</p> <p>A combination of measures to reduce traffic and congestion.</p> <p>Supports enhancements in walking and cycling routes.</p> <p>There is the potential for an increase in local traffic as a result of additional parking facilities.</p>
<p><b>Air quality</b></p> <p>Improved accessibility and promotion of sustainable modes of transport are likely to improve baseline air quality in the area.</p> <p>Reducing an anticipated net reduction in traffic and congestion is likely to improve air quality.</p>
<p><b>Biodiversity and geodiversity</b></p> <p>Natural environments will be protected and enhanced in line with the principles of the Birmingham and Black Country Nature Improvement Area, with new opportunities for wildlife and biodiversity encouraged as part of new and existing development.</p> <p>The plan seeks to enhance green spaces, the canals, River Rea, parks and playing fields, all of which are likely to have associated biodiversity benefits.</p> <p>Enhancements to the area's Green Infrastructure (GI) network as well as developing pedestrian friendly water spaces, can help support and protect biodiversity within the area and improve the connectivity between habitats.</p> <p>Opportunities to create new GI are also encouraged and a GI network is actively promoted within each neighbourhood.</p>
<p><b>Climate change</b></p> <p>Strong focus on promoting sustainable transport and reducing the area's carbon footprint.</p> <p>Improves the energy efficiency of the city's buildings and homes and reduces the City's reliance on traditional energy sources.</p> <p>Promotion of digital technology infrastructure facilitation which will be an important part of the future knowledge economy and help contribute to improved transport, health provision, access to education and employment, and the City's green agenda.</p> <p>Recognition that new development should demonstrate measures to mitigate against flood risk and to ensure that they do not increase flood risk elsewhere.</p>

Potential sustainability effects of the AAP	
Economic factors	
<p>Strong focus on building an extensive and co-ordinated programme of support for businesses and improving the economic vitality of Bordesley Park.</p> <p>The creation of major new employment uses at the Wheels site will provide much needed employment opportunities for local people.</p> <p>Support for sustainable methods could create a new thriving and vibrant green economy.</p> <p>New transportation links improve business accessibility.</p>	
Health	
<p>Improvements to the legibility, attractiveness and safety of walking and cycling, as well as the wider network of GI.</p> <p>Health and wellbeing is supported by the encouragement of non-car use and healthier modes of travel.</p>	
Historic environment and townscape	
<p>Aims to recognise and enhance the historic environment, as well as historically significant buildings and sites across the area.</p> <p>The historic environment will also be used to influence the design of new development.</p> <p>The sympathetic re-use of historic buildings is supported.</p>	
Housing	
<p>Commitment to demonstrate best practice in sustainable development including sustainable construction and design of the built environment.</p> <p>Delivery of up to 750 new homes to meet existing and future housing needs.</p>	
Material assets	
<p>Improves vacant and under used buildings and sites to bring them back into productive use.</p> <p>Focus on redeveloping vacant and derelict properties where possible.</p>	
Population and quality of life	
<p>The focus on employment and providing a stable economy could help improve job opportunities in an area characterised by low employment.</p> <p>Aim to improve the learning and skills base of Bordesley Park.</p> <p>Enhancements to the area's GI network will be a key contributor to overall quality of life.</p>	
Water and soil	

#### Potential sustainability effects of the AAP

Improvements to Bordesley Park's general environment could improve the River Rea's water quality, which is currently poor.

Improvements to Bordesley Park's general environment are likely to help with the remediation of contaminated land in the area.

Contaminated land such as the Wheels site is to be developed which will require remediation.

## Mitigation

In cases where uncertain, and hence potentially adverse, effects have been identified, mitigation suggestions have been cited in **Chapter 8**. Mitigation should be considered as part of a sequential hierarchy to deal with adverse effects: avoid, reduce, and then mitigate. Mitigation prescriptions might include changes to policy wording, advocating design guides, offsetting biodiversity effects or provision of new supporting GI. In the case of this SA Report, mitigation has been supplied to help address negative effects so that no residual significant effects remain.

## Recommendations

Whilst the AAP as it stands brings a range of positive sustainability effects; a number of recommendations have been proposed to help the AAP further improve its sustainability performance when implemented. These are presented in **Chapter 9**.

## Monitoring

**Chapter 10** of the SA Report explains why there should be a monitoring programme for measuring the AAP's implementation in relation to the areas where the SA has identified significant effects.

## Conclusions

Having appraised all policies in the Pre-Submission Report (January, 2017), the process has identified positive and negative sustainability effects. Through applying a suite of mitigation measures, significant residual adverse effects are not anticipated. These measures have been presented in **Chapter 8**. Recommendations for dealing with uncertainty in the assessment process are also presented in **Chapter 8**.

## Next Steps

This SA report forms part of the evidence base that the Planning Inspectorate will refer to in order to assess the soundness of the AAP during Independent Examination. If the Inspector suggests significant changes should be made to the AAP, the changes will be subject to SA.

Following Independent Examination, a Post Adoption Statement will be published with the adopted version of the AAP. This will outline how the SA process has informed and influenced the AAP development process and demonstrate how consultation on the SA has been taken into account.

# 1 Introduction

## 1.1 Background

- 1.1.1 Sustainability Appraisal (SA) provides a means to assess the economic, social and environmental effects of a plan at various points during its preparation. SA is a requirement of the Planning and Compulsory Purchase Act 2004 and is the process of informing and influencing the development of the Area Action Plan (AAP) to maximise the sustainability value of the plan.
- 1.1.2 This SA Report has been prepared by Lepus Consulting on behalf of Birmingham City Council as part of the SA of the Bordesley Park AAP. Comprising the latest stage of the SA, this document sets out an assessment of the Pre-Submission AAP<sup>1</sup> for the Bordesley Park area.
- 1.1.3 SA is the process of informing and influencing the development of the Pre-Submission AAP to help ensure the plan is sustainable. In this context this report should be read alongside the Bordesley Park Draft Pre-Submission AAP.
- 1.1.4 The SA report has been produced in compliance with the Town and Country Planning (Local Development) (England) Regulations 2004 SI No. 2204 and the Environmental Assessment of Plans and Programmes Regulations 2004 SI No. 1633. The report incorporates the requirement to produce an Environmental Report as required by the SEA Directive 2001/42/EC.
- 1.1.5 Strategic Environmental Assessment (SEA) is a systematic process for evaluating the environmental consequences of proposed plans or programmes to ensure environmental issues are fully integrated and addressed at the earliest appropriate stage of decision-making. Government policy recommends that both SA and SEA are undertaken under a single sustainability appraisal process, which incorporates the requirements of the SEA Directive. This is to be achieved through integrating the requirements of SEA into the SA process.

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<sup>1</sup> BCC (2016) Draft Pre-Submission Version of the Bordesley Park AAP, Version 18, Dated 3<sup>rd</sup> June 2016.



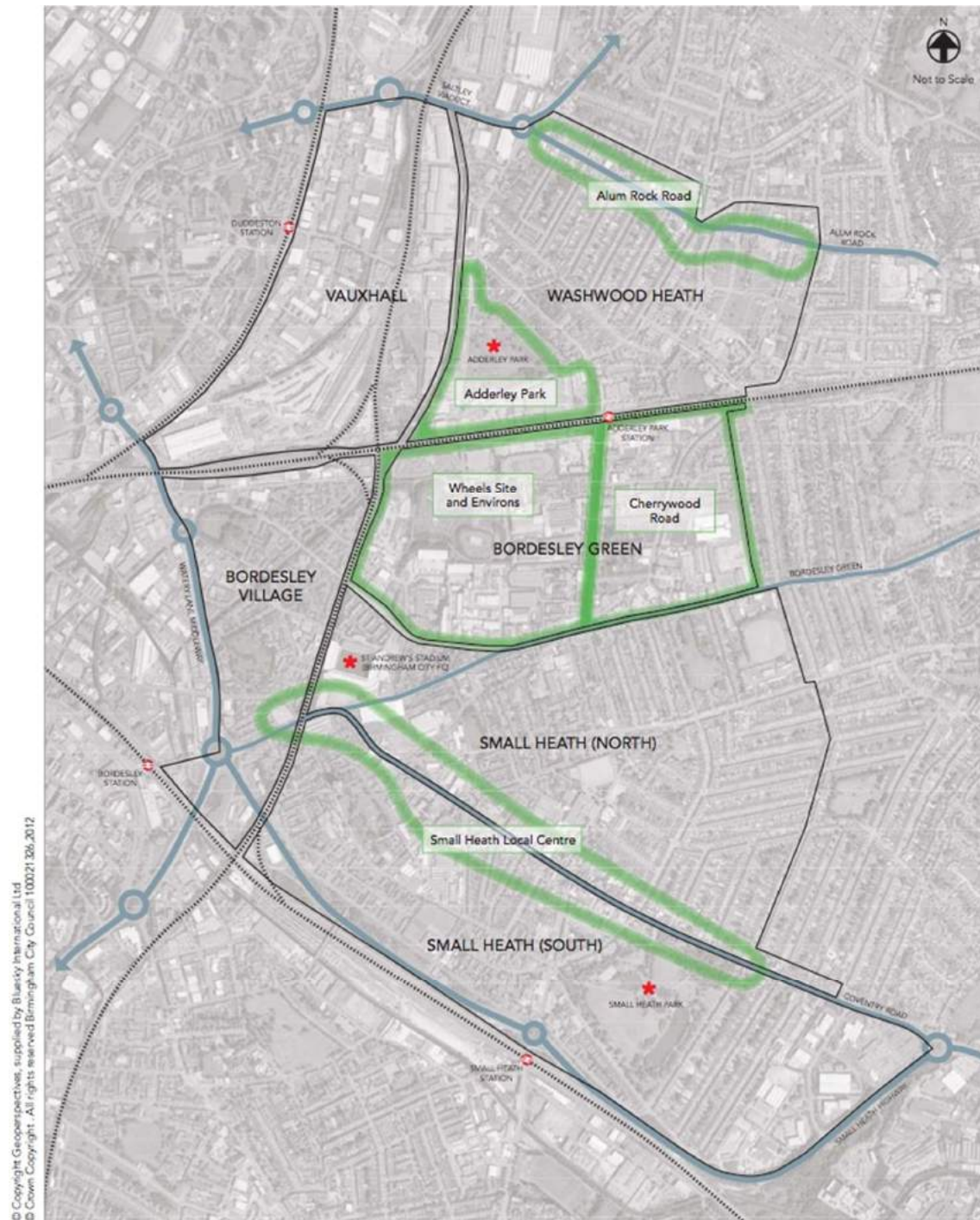
## 1.2 Overview of Bordesley Park Area Action Plan

- 1.2.1 The Bordesley Park AAP covers an area of around 580 hectares in inner city Birmingham, directly east of the city centre, including parts of Washwood Heath, Bordesley Green, Bordesley Village and Small Heath. (see **Figure 1.1**).
- 1.2.2 The AAP area has a population of just under 33,000 (2011 Census). The age profile of the AAP area is notably younger than that of both Birmingham as a whole and England; the proportion of the population aged 0-4 is more than 10% compared to a citywide average of 7.6%. Almost half of the population of the AAP area is of Pakistani origin, and more than 10% Bangladeshi. An increasing proportion of people (5.3% in 2011 compared with 0.8% in 2001) are from African backgrounds.
- 1.2.3 The worklessness rate in the plan area is persistently higher than in the city as a whole. Within the AAP area there is a mixture of residential, mixed use and industrial neighbourhoods as well as large local centres at Coventry Road and Alum Rock Road. The areas of employment land within and near to the AAP area are of poor quality and do not generally meet the needs of new and growing employers. There are a number of formal parks, such as Small Heath Park, and smaller areas of incidental open space within the area, as well as linear green/blue space along the Birmingham and Warwick Junction Canal. The area is dominated by significant transport corridors including major rail lines, the ring road (A4540) and the A45 which connects the City Centre with Birmingham Airport and the NEC. The area will be affected by the construction and operation of the HS2 line.

**Table 1.1:** Key facts relating to the Bordesley Park Area Action Plan

Name of Responsible Authority	Birmingham City Council
Title of plan	Bordesley Park Area Action Plan Pre-Submission Report (January, 2017)
What prompted the plan (e.g. legislative, regulatory or administrative provision)	The Sustainability Appraisal of the Bordesley Park Area Action Plan is being prepared as part of Birmingham City Council's Local Development Framework.
Subject (e.g. transport)	Sustainability Appraisal
Period covered by the plan	2017 to 2031.
Frequency of updates	When required.

Area covered by the plan	The area covered by Bordesley Park (Figure 1.1).
Purpose and/ or objectives of the plan	To appraise the sustainability of the Bordesley Park Area Action Plan.
Plan contact point	Doug Lee Bordesley Park AAP, Development Planning Manager Planning and Regeneration Birmingham City Council P.O. Box 2470 Birmingham B1 1TR



**Figure 1.1:** Areas of Key Opportunities for Change within Bordesley Park

### 1.3 The Bordesley Park Area Action Plan

1.3.1 Once adopted, the Bordesley Park AAP will form part of the Local Development Framework (LDF) and will be a formal Development Plan Document, which has statutory plan status. As such it will be a material consideration in the determination of future planning applications and development proposals for the Bordesley Park area.

1.3.2 The AAP had been developed in consultation with a range of local stakeholders and has the following delivery aims::

- A focus for growth including a wide range of employment opportunities for local people;
- High quality housing suitable for the needs of existing and new communities;
- Attractive and thriving local centres;
- 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; and
- A clean, safe, attractive and sustainable environment in which to live and work.

1.3.3 The Birmingham Unitary Development Plan (UDP) is the current statutory plan for Birmingham. The Birmingham Development Plan (BDP) was adopted in 2017. The BDP is the key document that sets out the overall strategic policies for the city and will in turn inform other documents dealing with specific areas or proposals (such as the Bordesley Park AAP).

1.3.4 The AAP area has been divided into:

Four development principles:

- (1) Growth
- (2) Connectivity
- (3) Local Character
- (4) Sustainability.

Five key areas of opportunity for change:

- (1) The Wheels site and Environs
- (2) Cherrywood Road
- (3) Adderley Park

- (4) Alum Rock Road
- (5) Coventry Road Local Centre.

Six key neighbourhoods:

- (1) Vauxhall
- (2) Washwood Heath
- (3) Bordesley Village
- (4) Bordesley Green
- (5) Small Heath North
- (6) Small Heath South.

## 1.4 An integrated approach to SA and SEA

- 1.4.1 Integrated SA should fulfil the requirements for producing an Environmental Report under Annex 1 of the SEA Directive. In the interests of efficiency, following guidelines and the desire to avoid duplication, the two assessment types, SA and SEA, have been integrated under the umbrella of SA and are being undertaken simultaneously for the AAP.
- 1.4.2 The combined approach has been prepared on the following principles:
- Objectives are used as the basis for appraising impacts on various environmental, social and economic components (see **Appendix B**);
  - A review of the baseline situation is undertaken, including social and economic factors (see **Appendix A**);
  - Proposals in the AAP are appraised on the same basis;
  - SA is an objectives-led methodology and is based on published evidence. Analysis is undertaken on the basis of professional judgement, recognised methodologies, qualitative and quantitative information.
- 1.4.3 Where the requirements of the Planning Practice Guidance (PPG) have been met is set out in Appendix C.

## 2 Methodology

### 2.1 Sustainability Appraisal

2.1.1 Birmingham City Council has appointed Lepus Consulting to assist with the SA process in order to fully integrate sustainability considerations within the production of the AAP. The Council, statutory consultees, other environmental bodies and working groups have been engaged in the SA process at different times.

### 2.2 Best practice guidance

2.2.1 The approach for carrying out the SA of the AAP is based on current best practice and the following guidance:

- Office of the Deputy Prime Minister (September 2005): A Practical Guide to the SEA Directive; and
- Planning Policy Guidance on SA and SEA of local plans (Revision date March 2014).

### 2.3 Approach to appraisal

2.3.1 Full details of the appraisal procedure are set out in the Scoping Report. An SA framework of 23 objectives (see **Table 2.2** and **Appendix B**) has been used to assess the effects of the plan. These objectives align with those used in the Birmingham Development Plan (BDP) SA Framework. The integration of SA and SEA has meant that all objectives have been derived from sustainability themes which incorporate the SEA 'topics' derived from Annex I(f) of the SEA Directive:

- Biodiversity flora and fauna;
- Population;
- Human health;
- Soil;
- Water;
- Air;
- Climatic factors;
- Material assets;
- Cultural heritage (including architectural and archaeological heritage);
- Landscape; and



- The inter-relationship between these factors.

## 2.4 Scoping Report

2.4.1 The first phase of the SA process is the scoping stage. Scoping is the process of deciding the scope and level of detail of an SA, including the relevant background and environmental issues; the assessment methods to be used; and the structure and contents of the SA Report. Documenting this process, the Scoping Report sets out the scope of, and methodology for the SA of the AAP and summarises the tasks and outcomes of the first stage of the SA process.

2.4.2 The purpose of the Scoping Report is to set the criteria for assessment (including the SA objectives), and establish the baseline data and other information, including a review of relevant policies, programmes and plans. The scoping process involves an overview of key issues, highlighting areas of potential conflict and includes:

- Identification of other relevant policies, plans and programmes, and sustainability objectives;
- Collection of baseline information;
- Identification of sustainability issues and problems; and
- Development of the SA Framework.

2.4.3 The Scoping Report<sup>2</sup> for the AAP was completed by Birmingham City Council and was published for consultation with key stakeholders in 2009.

2.4.4 The comments received on the Scoping Report were reviewed, and following receipt of responses, the Scoping Report was updated to take into account comments received and to reflect new information that had become available. A final, post-consultation version, was released in May 2010.

## 2.5 Policy, plan and programme review

2.5.1 An AAP may be influenced in various ways by other plans or programmes, or by external environmental protection objectives such as those laid down in policies or legislation. The full policy, plan and programme (PPP) review can be found in the Scoping Report.

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<sup>2</sup> BCC (2010) Sustainability Appraisal Scoping Report. (May 2010)

## 2.6 Baseline and key sustainability issues

- 2.6.1 A key part of the scoping process is the collection of baseline data. The purpose of this exercise is to help identify key issues and opportunities facing the area which might be addressed by the AAP and to provide an evidence base for the assessment.
- 2.6.2 Scoping information has been updated in order to identify any new relevant plans, policies and programmes and new baseline data that have been published since the Scoping Report was updated in May 2010. These updates were prepared in February 2016 and are presented in **Appendix A**.

## 2.7 The sustainability appraisal framework

- 2.7.1 The purpose of the SA Framework is to provide a way of ensuring that the AAP considers the sustainability needs of the area in terms of its social, environmental and economic effects. It also enables the sustainability effects of the AAP to be described, analysed and compared.

## 2.8 Appraisal methodology

- 2.8.1 The assessment of the AAP proposals has been prepared using the SA Framework (see **Appendix B**). The assessment findings are expressed in summary format using symbols (see **Table 2.1**). The symbols are presented in matrix format; each of the 23 SA Objectives is scored separately for each proposal in the AAP. The matrix is accompanied by a written assessment commentary on identified effects. The matrix is not a conclusive tool. Its main function is to identify whether or not the proposed options are likely to bring positive, adverse or uncertain effects in relation to the SA Objectives. Reasonable alternatives have been appraised in the same way.
- 2.8.2 **Table 2.1** shows the key to identifying whether the effects of an option are positive, adverse or uncertain.

**Table 2.1:** Key to the matrix assessment of Bordesley Park's AAP Options

Key:	
Likely strong positive effect	++
Likely positive effect	+
Neutral/no effect	0
Likely adverse effect	-
Likely strong adverse effect	--

Uncertain effects

+/-

2.8.3 The SA Objectives are based on those used to appraise the emerging BDP. They have been developed through the policy, plan and programme (PPP) review, the baseline data collection and the key issues identified for the area during the Scoping Review. Alongside, the SEA topics identified in Annex I (f) of the SEA Directive were one of the key determinants when considering which SA Objectives should be used for appraisal purposes. The SA Objectives seek to reflect each of these influences to ensure the assessment process is robust and thorough.

2.8.4 The SA Objectives included within the SA Framework, and the sustainability theme to which they relate are set out in **Table 2.2**.

**Table 2.2:** SA Framework

SA Objective		Sustainability theme
1	Use natural resources such as water and minerals efficiently.	Material assets, air, water and soil.
2	Reduce overall energy use and contributions to the causes of climate change.	Climate change, accessibility and transport.
3	Make efficient use of the existing transport infrastructure by promoting sustainable transport, promoting modal shift and minimising the need to travel by private car.	Climate change, accessibility and transport.
4	Encourage and enable waste minimisation, reuse, recycling and recovery.	Material assets.
5	Encourage land use and development that optimises the use of previously developed land and buildings.	Material assets.
6	Ensure that the design and planning process reduces the impact of climate change and the risk of flooding.	Climate change.
7	Promote the expansion and improvement of a comprehensive and multifunctional green infrastructure network.	Biodiversity and geodiversity.
8	Value, protect, enhance and restore the AAP area's built and historic environment and landscape.	Historic environment and townscape.
9	Value, protect, enhance, restore and re-create local biodiversity.	Biodiversity and geodiversity.
10	Minimise air pollution levels and create good quality air.	Air, accessibility and transport.
11	Minimise water pollution levels and improve water quality.	Water.
12	As part of new development address and mitigate land contamination issues with the AAP area.	Soil.
13	Minimise noise pollution levels.	Accessibility and transport.
14	Encourage corporate social and environmental responsibility, with local organisations and agencies leading by example.	Economic factors.
15	Encourage regeneration and economic growth to achieve a strong, stable and sustainable economy that benefits the inhabitants of the AAP area.	Economic factors, population and quality of life.

16	Promote investment in future prosperity, including on-going investment and engagement in learning and skill development.	Population and quality of life.
17	Enable communities to influence the decisions that affect their neighbourhoods and quality of life.	Population and quality of life
18	Promote social inclusion by ensuring easy and equitable access to services, facilities and opportunities, including jobs and learning.	Accessibility and transport, population and quality of life, economic factors.
19	Address poverty and disadvantage, taking into account the particular difficulties of those facing multiple disadvantages.	Population and quality of life, housing.
20	Improve health and reduce health inequalities by encouraging and enabling healthy active lifestyles and protecting health as well as providing equitable access to health services and facilities.	Human health.
21	Improve community safety and reduce crime, fear of crime and antisocial behaviour.	Population and quality of life, human health.
22	Provide decent and affordable housing for all, of the right quantity, type, tenure and affordability to meet local needs.	Housing, population and quality of life.
23	Improve opportunities to participate in diverse cultural sporting and recreational activities.	Human health, population and quality of life.

## 2.9 Limitations

2.9.1 There are a number of limitations which should be borne in mind when considering the results and conclusions of this assessment:

- SA is a tool for predicting potential significant effects. The actual effects of the policies may be different from those identified. Prediction of effects is made using an evidence based approach and incorporates a judgement.
- The appraisal has been prepared at a strategic level with the most up to date data available. The matrices and their symbols are a visual aid and should not be regarded as singularly conclusive; accompanying assessment narrative text should always be read in conjunction with the matrices.
- The strategic nature of the assessment identifies issues that could be improved and can therefore be used to guide the plan.
- Every attempt has been made to predict effects as accurately as possible using the best available information.

## 3 Findings of the previous SA stages

### 3.1 Introduction

3.1.1 This chapter summarises the SA findings from previous appraisal stages, during which reasonable alternatives to the AAP were assessed.

3.1.2 The SEA Directive requires that the Environmental Report<sup>3</sup> should consider: 'Reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme' and give 'an outline of the reasons for selecting the alternatives dealt with' (Article 5.1 and Annex I (h)).

3.1.3 SA work has been carried out on an iterative basis, accompanying each stage of the AAP's development, to help optimise sustainability value. **Table 3.1** presents an abbreviated history of the different stages of plan production and the accompanying assessments that were prepared. Three rounds of options assessment have been undertaken as follows:

- Early development options (2010) concerned four options for the Wheels Site and immediate environs.
- The 2011 Options Report concerned four 'areas of transformation': (1) The Wheels Site and Environs, (2) Adderley Park, (3) Alum Rock Road, and (4) Small Heath Local Centre.
- Preferred Options (2013) concerned the Preferred Options version of the AAP, which was published in July 2013. The Preferred Options consisted of Development Principles, Key Opportunities for Change and Neighbourhoods.

3.1.4 The results of each all three options stages are summarised in the following sections of this chapter. The same assessment methodology has been used at each stage of assessment.

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<sup>3</sup> The requirements of the SEA Directive are addressed in this Preferred Options SA Report.

**Table 3.1:** Abbreviated history of the SA process

Type of document	Title	Date published	Summary description
AAP Documentation	Baseline AAP Report	2009	Formal commencement of the AAP. Baseline report produced setting out current conditions in the area and likely evolution.
SA Output	SA Scoping Report	May 2010	Report produced including sustainability indicators against which the draft policies and proposals were to be appraised.
AAP Documentation	Early Development Options	(Unpublished) Jul 2010	The Council produced a report of the four development options proposed for the Wheels site and immediate environs.
SA Output	SA of the Bordesley Park AAP: Options SA Report focused on Wheels site Options	Aug 2010	Options SA Report of the four development options proposed for the Wheels site and immediate environs to feed into the ongoing development of the AAP.
AAP Documentation	AAP Options Report	Aug 2011	This report sets out work taken on the AAP to date. The report provides overall vision for the AAP, and discusses a range of options for key areas of change.
SA Output	SA of the Bordesley Park AAP: Options SA Report	Sept 2011	This document sets out an assessment of the various development options currently proposed for the Bordesley Park AAP. Four 'areas of transformation' are put forward, each with their own reasonable alternatives: <ol style="list-style-type: none"> <li>1. The Wheels site and Environs</li> <li>2. Adderley Park</li> <li>3. Alum Rock Road</li> <li>4. Small Heath Local Centre</li> </ol> Additionally, a series of recommendations are set out which are intended to feed into the ongoing evolution of the AAP.
AAP Consultation	Period of Non-Statutory Consultation		Non-statutory consultation on the Options Report was carried out to engage stakeholders in the process. Responses were considered in the production of the Preferred Options Report.



AAP Documentation	Preferred Options Report	July 2013	The Council produced a revised report responding to the outcomes of consultation, SA and further technical work, setting out proposed vision, objectives, and preferred approach.
SA Output	SA of the Bordesley Park AAP: Preferred Options SA Report	July 2013	Independent revision of SA reflecting the Preferred Options against the agreed sustainability indicators.
AAP Consultation	Statutory consultation on the Preferred Options		Statutory consultation in line with regulations. This included online consultation, exhibitions and meetings. Subsequent consultation on the associated SA.
AAP Documentation	Pre-Submission Report	January 2017	This report is a consultation document identifying proposals, based on the Preferred Options Report and reflecting responses to previous consultation, further technical work etc.
SA Output	SA of the Bordesley Park AAP: Pre-Submission Report	January 2017	This Report.

### 3.2 Options SA Report focused on Wheels site Options (August 2010)

3.2.1 In 2010 the Council presented reasonable alternatives for the potential re-development of the Wheels site and Environs. The following options were considered:

- Do minimum
- Community uses
- Commercial uses
- Major Leisure Attraction






3.2.2 The August 2010 Options SA Report<sup>4</sup> presents the SA findings. These are reproduced in **Appendix C**. For more information on the findings, please see the 2011 SA Report.

<sup>4</sup> UE Associates (2010) Sustainability Appraisal of the Bordesley Park Area Action Plan. August.

### 3.3 SA of the Bordesley Park AAP: Options SA Report (September 2011)

- 3.3.1 In 2011 the Council presented reasonable alternatives for those parts of the AAP area that would be identified as areas with key opportunities for change. The following options were considered:
- The Wheels site and environs;
  - Adderley Park;
  - Alum Rock Road; and
  - Small Heath Local Centre.
- 3.3.2 The September 2011 Options SA Report<sup>5</sup> presented an appraisal of alternative options for each of the four Transformational Change Areas in Bordesley Park. Each Transformational Change Area had alternatives as follows:
- The Wheels site and environs (four alternative options);
  - Adderley Park (three alternative options);
  - Alum Rock Road (two alternative options); and
  - Small Heath Local Centre (two options).
- 3.3.3 The appraisal findings from the 2011 Options SA Report are summarised in matrix format in **Appendix D**. A text summary of the assessment findings by SA theme is presented in **Table 3.2**. For more information on the findings, please see the 2011 SA Report.

**Table 3.2:** Key sustainability findings and recommendations from the 2011 SA Report

<b>Accessibility and transportation</b> 
Local pedestrian and cycle networks in the Bordesley Park area are poorly linked and are of poor quality. Alongside, a number of significant barriers for walkers and cyclists exist in the area. Aspects of the area's built environment and townscape quality probably reduce pedestrian and cyclists' perceptions of security.  The AAP should also seek to maximise the opportunities for improving public transport links in the area, including rail and bus services.  Whilst it is recognised that road improvements will be required at some locations in the area to address congestion and associated issues, the AAP should seek to ensure that new and improved public transport and walking/cycling networks should be considered in the first instance. 
<b>Air quality</b> 
Air quality in the area is closely linked to traffic and congestion on the area's road network. To support air quality in the area, the AAP should therefore seek to limit traffic growth and congestion through supporting modal shift and sustainable modes of transport.

<sup>5</sup> UE Associates (2011) Sustainability Appraisal of the Bordesley Park Area Action Plan. September.

## Biodiversity and geodiversity

The AAP should seek to improve the biodiversity value of the area through the provision of new habitats, biodiversity linkages and through facilitating design and layout that supports species present locally. Improved habitat connectivity between features such as the canal, the River Rea and the area's railway corridors, all of which have been identified as Wildlife Corridors in the city's Nature Conservation Strategy, will be beneficial. In this context, the development of a multifunctional green infrastructure network will be a key means of improving and enhancing the area's biodiversity value. Opportunities to raise awareness about geodiversity could be explored.

## Climate change

The Preferred Option for the AAP should seek to address both climate change mitigation and adaptation. References to climate change in the AAP should be clearly defined in relation to climate change mitigation (limiting greenhouse gas emissions) and adaptation (adapting to the effects of climate change). This will clarify which aspect of climate change the AAP is seeking to address, and help demonstrate that to effectively address climate change in the area and the wider city, action will be required to both limit greenhouse gas emissions and to implement effective adaptation.

The AAP should be supported by more solid recommendations related to targets for renewable energy provision, and related to regional and national efficiency and emissions standards. The AAP should encourage development that supports adaptation to climate change.

## Economic factors

The economic performance of the AAP area has the potential to be closely linked to the skills and qualifications of local residents. In this context, improvements to local educational provision (including as proposed at Bordesley Green Girls School) should be augmented by a commitment to increase opportunities for further and adult education in the AAP area. This will help facilitate an improvement in existing skills levels, which is significant in an area with a higher proportion of the population having no qualifications or lower qualifications than the citywide and national average. The AAP should also seek to limit the out-migration of people with higher skills and qualifications from the area. This could be done by creating good quality housing and employment opportunities in the area.

## Health

As highlighted by the assessment of the development options, the proposed options have a strong overall focus on the provision of sports, leisure and recreational facilities. This will support the health and wellbeing of residents by promoting physical activity and healthier lifestyles.

## Historic environment

There are 16 nationally listed buildings and 14 locally listed buildings within the AAP's boundary. According to the Heritage at Risk Register, six out of the 16 nationally listed buildings are deemed to be 'at risk'. Only a limited proportion of the area's overall historic environment resource is subject to statutory designations, and undesignated features represent a significant part of the area's cultural heritage and local identity. In this context the canal network is a key asset.

New development in the Bordesley Park area should incorporate design that complements and enhances individual heritage assets and their settings, reducing its impact on designated and non designated sites and townscapes. Alongside, development should seek to rejuvenate and protect the listed buildings currently 'at risk' in the area, and support the integrity of historic landscapes.

## Housing

Residential development in the AAP should seek to reflect local housing demand in terms of housing types and tenure and linked to a predicted population growth in the area of 10-20% in the next ten years. For example there is a significant demand for larger family housing in the AAP area, alongside demand linked to a growth in single person households.

### **Material assets**

To support city-wide objectives in relation to sustainable waste management, the AAP should support the development of waste facilities at sustainable locations, encourage the reduction, reuse or recycling of waste, and where appropriate, realise the opportunities for renewable energy generation through waste. At the same time the AAP should recognise the impacts that waste management can have on noise, soil and air quality; the built environment and the setting of cultural heritage assets; flora and fauna; and effects on residents' quality of life.

### **Population**

The AAP should therefore seek to help to meet the needs of the young and growing population through promoting new and improved educational and community facilities, facilitating new sports, leisure and recreation provision, and improving local employment and training prospects. The AAP should also seek to support the needs of the various communities living in the area.

### **Quality of life**

An improvement of the area's Green Infrastructure networks has the potential to be a key contributor to quality of life in the Bordesley Park area. It also helps reduce the fear of crime, improve the satisfaction of residents with their neighbourhoods as a place to live, and have positive effects for the townscape and built environment of the area. Green Infrastructure also provides additional leisure, recreation and sporting opportunities.

### **Soil**

Earlier versions of the options for the Wheels site were assessed in relation to land contamination and remediation by the Reclamation and Remediation Options Preliminary Costs Appraisal Contaminated Land Study (Atkins, 2010). Further detailed studies will be carried out on the likely remediation requirements and costs of different options to be taken forward by the AAP.

### **Townscape**

The AAP has significant potential to facilitate large-scale improvements to the public realm and built environment in the Bordesley Park area through transformational change. This should be achieved by ensuring that design and layout in the AAP area enriches the existing urban form of the wider city, supports the vitality and vibrancy of the area, is multifunctional and meets the needs of a broad range of people, and is legible, safe and secure.

### **Water**

Water quality in the area is closely linked to the presence of contaminated land, the effectiveness of local drainage systems and the local presence of industry. The AAP should seek to limit and reduce the release of diffuse and point source pollutants into local watercourses through the remediation of contaminated land in the most sensitive areas for water quality, reducing 'unsatisfactory intermittent discharges' and improving the management of waste water, and promoting the use of high quality drainage systems in the area, including sustainable drainage systems where appropriate.

### 3.4 SA Report to accompany the AAP Preferred Options Report (July 2013)

3.4.1 In July 2013, BCC published the Area Action Plan Preferred Options Report for consultation. This document set out the work undertaken on the AAP to date, in particular the public consultation that was undertaken on the Bordesley Park Options Report in 2011.

3.4.2 The Preferred Options AAP Report includes four Development Principles, six Neighbourhoods and five Key Opportunities for Change Areas. All content has been assessed against the SA Framework of objectives and indicators. The findings are summarised in three assessment matrices in **Appendix E**.

3.4.3 The SA report identified numerous positive effects that had materialised in the Preferred Options SA Report in response to earlier SA work. Negative effects were identified due to:

- Increases in parking provision;
- Potential loss or damage to SLINC and priority habitat for biodiversity preservation;
- Flood risk; and
- Loss of housing.

3.4.4 The SA report concluded that through applying a suite of mitigation measures, it is possible to ensure most residual significant adverse effects are overcome.

3.4.5 Whilst this chapter explains the assessment results of the reasonable alternatives put forward, in line with the Planning Practice Guidance (PPG; Reference ID: 11-018-20140306), an outline of reasons for selection is necessary. This is provided by the Council, and can be found at **Chapter 4**.

## 4 Reasonable Alternatives: Outline of the reasons for selection and rejection of options

### 4.1 Introduction

- 4.1.1 This chapter discusses how the SA process has informed and influenced the AAP development process to date.
- 4.1.2 The Planning Practice Guidance (PPG)<sup>6</sup> states that an environmental report should 'outline the reasons the alternatives were selected, the reasons the rejected options were not taken forward and the reasons for selecting the preferred approach in light of the alternatives'.
- 4.1.3 It is stressed that selection and rejection of sites is a decision made by Birmingham City Council based upon the evidence base for the plan (including the SA) and not by Lepus Consulting. The role of Lepus Consulting is to provide an objective assessment of options, which can then be used by plan makers to make decisions regarding the selection of preferred options. This chapter presents the decision-making processes of the Council, as they have communicated it to Lepus Consulting.
- 4.1.4 The preferred options in the Pre Submission Draft of the AAP have been developed, taking account of the 2011 Options consultation and the findings of the Options Sustainability Appraisal Report<sup>7</sup> (2011) together with the development of the wider evidence base for both the BDP<sup>8</sup> and the AAP itself.

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<sup>6</sup> DCLG (2015) Planning Practice Guidance

<sup>7</sup> UE Associates (2011) Sustainability Appraisal of the Bordesley Park Area Action Plan: Options SA Report

<sup>8</sup> BCC (2013) Birmingham Development Plan. Pre-Submission Version. Planning for Sustainable Growth. December 2013



4.1.5 This chapter sets out the justification for the selection of preferred options for the key areas of change, largely in light of the findings of the Options Sustainability Appraisal Report (2011) (which accompanied the Options Report<sup>9</sup>), but also in light of other work as appropriate. The SA has been one of a number of factors affecting the development of the preferred options. The evidence base, viability, deliverability, support through consultation, further technical work and discussions with stakeholders have also been important.

## 4.2 Relationship with the BDP

4.2.1 The main planning document driving the process is the Birmingham Development Plan (BDP). Within the BDP, Policy GA7: Bordesley Park provides some background to the AAP and options as follows:

‘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.

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<sup>9</sup> Birmingham City Council (2011) Bordesley Park Area Action Plan Options Report

- 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.'

#### 4.2.2

Paragraph 5.73 of the supporting text goes on to state that:

'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-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.'

#### 4.3

### The Birmingham Wheels site

#### The Options

4.3.1 The Options Report presented four options for the purposes of Consultation. These were broadly drawn following extensive options analysis including an initial examination of viability and deliverability. They were deliberately not mutually exclusive in order that combinations of options or individual elements could be considered. The options for the Wheels site were:

- W1: Incremental Change
- W2: Residential
- W3: Major Leisure Attraction
- W4: Industrial and Employment

4.3.2 The preferred option for the Wheels site is:

- W4: The promotion of new industrial and employment opportunities, creating a high quality employment site in an improved environment.

### Responding to the SA

4.3.3 The Options SA Report<sup>10</sup> identified the 'Residential' option as the most positive in SA terms, followed closely by the 'Major Leisure Attraction' and 'Incremental Change' options. The 'Industrial and Employment' option was found to be likely to have a negative effect against 10 of the SA Objectives.

4.3.4 The Industrial and Employment option has emerged as the preferred option for the Wheels site, as it was necessary to respond to a range of other factors, as set in paragraphs 4.3.6 to 4.3.11. In developing the preferred option for the Wheels site it has been necessary to reflect the city's requirement to meet demand for industrial land and job creation whilst mitigating against some of the issues identified in the Options SA Report. The incremental approach was not supported as it is not capable of delivering the large scale, necessary economic benefits, that this site can potentially realise and for which there is a clear need.'

4.3.5 **Table 4.2** identifies the SA Objectives against which the Industrial and Employment option was assessed negatively in the Options SA Report (2011), and the measures emerging in the preferred option to mitigate against these.

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<sup>10</sup> UE Associates (2011) Sustainability Appraisal of the Bordesley Park Area Action Plan: Options SA Report

**Table 4.2:** Mitigation measures envisaged by BCC in relation to negative sustainability effects identified through the SA process

SA Objective	SA Concerns	Consideration of mitigation in preferred option
SA Objective 2: Reduce overall energy use and contributions to the causes of climate change.	Potential increase in traffic flows, including HGVs and an increase in energy demand are the main concerns.	Buildings over 1000sqm will be required to meet BREEAM 'Excellent' standard.
		Increased traffic flows are inevitable as a result of new employment uses on a previously underutilised site, but traffic management measures will be implemented.
SA Objective 3: Promoting sustainable transport, modal shift and minimising reliance on private car.	Potential increase in traffic flows.	Improvements to rail and bus services, as well as development of a rapid transit route (Metro) through the area and improvements to the pedestrian and cycling provision will ensure jobs can be accessed without reliance on the private car.
SA Objective 8: Value, protect, enhance & restore the area's built and historic environment.	The main concern in SA terms arose from the impact of freight traffic on the townscape.	This has been recognised as a significant issue, and measures to better manage HGV traffic are included in the preferred option.
SA Objective 10: Minimise air pollution and create good quality air.	Potential increase in traffic flows, including HGVs is the main concern.	Promoting sustainable travel by employees (use of public transport etc.) will help address this.
		The new development should be designed such that deliveries and distribution is properly accommodated within the site, which will reduce queuing, enable better management of emissions, etc.
SA Objective 11: Minimise water pollution and improve water quality.	Concern was that lower levels of remediation required for this use might have less of an impact in terms of reducing water pollution, and that new industries moving in might be polluters.	Remediation will be considered in more detail as proposals develop, with this concern borne in mind.
		The nature of businesses expected to be attracted to the area, and the requirement for BREEAM 'Excellent' standard, should minimise risk of water pollution.
SA Objective 13:	Increased traffic, particularly HGVs, is the main concern.	The new development should be designed such that deliveries and distribution is properly

<b>Minimise noise pollution levels.</b>		accommodated within the site, which will reduce queuing, enable better management of noise emissions, etc.
<b>SA Objective 17:</b> <b>Enable communities to influence the decisions that affect their neighbourhoods and quality of life.</b>	The impact of a significant new employment use on the surrounding neighbourhoods is the main concern.	Improving the gateways to the site will improve the visual amenity of the area. Creating jobs for local people may better position them to influence the future of their neighbourhood.
<b>SA Objective 19:</b> <b>Address poverty &amp; disadvantage, taking into account the particular difficulties of those facing multiple disadvantages.</b>	The concern in this case focuses largely on the potential negative impacts on the local environment.	Mitigation against impacts on the public realm and pollution levels are addressed above. Access to sustainable employment opportunities is likely to have the greatest and most significant impact on local residents who suffer from high levels of unemployment.
<b>SA Objective 21:</b> <b>Improve community safety and reduce crime, fear of crime, and anti-social behaviour.</b>	Concern relates largely to the perceived lack of improvement to the public realm as a result of this option.	Measures to improve the public realm, particularly pedestrian safety can be incorporated in the AAP and within any development of the Wheels site.
<b>SA Objective 22:</b> <b>Provide decent, affordable housing for all, of the right quantity, type, tenure and affordability to meet local needs.</b>	The negative assessment arises from a lack of proposals for new housing and the potential impact of the development on surrounding neighbourhoods.	There are no proposals for residential development, as this could not be successfully combined with employment uses. Other areas, such as the Cherrywood Road area, have more potential for residential development. A range of measures to mitigate the potential impacts of employment uses are detailed above and can be included in the AAP.

### Responding to other factors

4.3.6 The justification for proceeding with this as the preferred option is as follows:

#### Evidence Base

4.3.7 There is a limited supply of significant employment sites in the city, with pressure exacerbated as a result of the proposals for the route of High Speed 2 to run through the area and the subsequent designation of safeguarded area for the railway by the Secretary of State for Transport. The scale, accessibility and availability of this site make it an important strategic opportunity, responding to the need to increase the supply of high quality employment land identified in the Employment Land Review 2012. The focus will be on job creation, training and promoting education and community facilities. It also correlates well with areas of high unemployment, so such use on the site can be strategically justified.

#### Viability & Deliverability

4.3.8 Whilst the options for the Wheels site all have challenges, this option appears to be more deliverable than others because:

- The cost of reclamation for employment uses is less than that for residential, for example; and
- There is market interest in delivering employment uses on the site (to date, no interest has been expressed in delivering residential or leisure uses).

#### Community & Stakeholder Consultation

4.3.9 Each of the consultation options secured a range of comments, with many relating to the need to safeguard the existing sporting activities on site, explore opportunities for improved educational facilities, and address issues relating to some of the existing industrial premises (such as potential expansion or the environmental and amenity impact of particular businesses upon adjoining residential/educational uses). Although there was some support for the arena proposal as part of improving local sporting facilities, there was no interest shown from potential occupiers at that time, which limits the scope of this option from moving forward.



4.3.10 Constraints regarding the past use of the site also limit the potential for residential development. Local people, businesses and other stakeholders have expressed support for employment uses on the sites, particularly when associated with measures to support local people in accessing jobs, training etc.

4.3.11 There was significant concern from stakeholder groups associated with the Wheels occupiers as to their future operations. These concerns will continue to be addressed as the AAP progresses.

## 4.4 Adderley Park

### The Options

4.4.1 The options proposed for Adderley Park were:

- A1: Do Minimum
- A2: Residential & Community
- A3: Employment

4.4.2 The preferred option for Adderley Park is:

- Combination of A1, A2 and A3: A flexible range of uses, including employment and community uses, within an improved environment. Each option acknowledged issues relating to the setting of Adderley School and the opportunities for further improvements to Adderley Park.

## **Responding to the SA**

- 4.4.3 The preferred option includes elements of all three options (although not residential uses), and largely reflects those elements of the options which were identified as positive in the Options SA Report (2011), e.g. reuse of brownfield land (SA Objective 5), enhancement of GI (SA Objective 7), encouraging economic growth (SA Objective 15), promoting future prosperity (SA Objective 16), promoting social inclusion (SA Objective 18), improving health (SA Objective 20), and improving diversity of opportunities (SA Objective 23). Measures to mitigate against the predicted impact of increased HGV traffic may support a reduction in air and noise pollution on a localised basis (SA Objective 10 and SA Objective 13). The preferred option does not support the provision of decent and affordable housing (SA Objective 22) included as part of Option A3, but this is balanced by the provision of housing elsewhere in the AAP area.

## **Responding to other factors**

### **Community & Stakeholder Consultation**

- 4.4.4 The most significant factor in the direction taken for the preferred option was the responses to public consultation. The main comments received included a desire for a greater range and mix of uses in the area and opportunities to address environmental issues and the number of poorer quality industrial premises, particularly those on Adderley Road that face the park. There were also a number of comments made about the need to improve the general environment of the area, including the setting of Adderley School and the facilities within Adderley Park itself. The preferred option enables these comments to be addressed whilst limiting the impact on the industrial area to the west, and providing a 'buffer' between the industrial uses and the community/residential uses around Adderley Park.

4.4.5 The comments and submissions received during consultation on the Options Report were principally in support of the second option, plus the education and community elements of the third option, as well as suggestions that each of the options had proposals that should be carried forward into the final plan. There was some support for the allocation of land for new education and community facilities and Adderley Road and Bordesley Green Road was supported as the best locations for such new facilities. It is in this location that land and buildings have been vacant for many years.

#### Other factors

4.4.6 The residential option (A2) would have seen the introduction of housing alongside the railway, very close to the proposed new employment uses on the Wheels site. Residential development would also have required relocation of existing uses. As such this option was not considered an appropriate way forward.

4.4.7 The preferred option offers scope for a wider range of uses along Adderley Road that could include both retention of existing business uses and opportunities for the promotion of new employment uses and community and education facilities. Adderley Road would become an area of transition between the park, to the east, and the area of heavier industry beyond the canal to the west.

4.4.8 The emphasis will be on securing improvements to buildings and the environment - enhancing the amenity of nearby housing and the setting of both the park and school.

## 4.5 Alum Rock Road

### The Options

4.5.1 The options proposed for Alum Rock Road were:

- AR1: Do Minimum
- AR2: Growth of centre to the east

4.5.2 The preferred option for Alum Rock Road is:

- Combination of AR1 and AR2: Investment encouraged within the centre, and expansion to the east to accommodate demand for growth of local

centre uses. The preferred option supports the maximisation of development opportunities within the existing centre.

### **Responding to the SA**

4.5.3 The two options were assessed as having similar effects against the majority of SA Objectives. Only one SA Objective was assessed as negative for both options – this related to noise pollution (SA Objective 13), but it was recognised that traffic management measures could alleviate this to some extent.

4.5.4 By combining the options, the preferred option reflects the more sustainable option in relation to all but one SA Objective. The preferred option encourages the use of previously developed land and buildings (SA Objective 5). It also encourages economic growth (SA Objective 15) and social inclusion (SA Objective 18), and addresses poverty and disadvantage (SA Objective 19).

### **Responding to other factors**

#### **Evidence Base**

4.5.5 There is a significant evidence base in place demonstrating demand for growth in Alum Rock Road local centre. This informed both the AAP and the adopted Shopping & Local Centres Supplementary Planning Document<sup>11</sup>.

4.5.6 The Shopping and Local Centres SPD set out proposals for the expansion of the local centre to the east and this also gained support from local residents and businesses. The SPD also contains a number of policies to protect the core retail function of the local centre and prevent the over concentration of A3, A4 and A5 uses.

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<sup>11</sup> Birmingham City Council (2012) Shopping and Local Centres Supplementary Planning Document

- 4.5.7 The BDP sets out a number of proposals for local centres including the opportunities for growth and regeneration of key local centres such as Alum Rock. It also includes detailed draft policies that set out how an AAP will be prepared to guide development and regeneration in the area, and how the Alum Rock Centre will be the focus of work to enhance its role as an important local centre; supporting its growth, maximising employment and training opportunities, and the promotion of the efficient use of existing sites and buildings. The proposal to expand the centre to the east has been taken forward in the Shopping and Local Centres SPD (following public consultation).
- 4.5.8 Addressing traffic and parking issues is recognised to be difficult as opportunities for off-street parking development are limited. However, this aim is vital in order to improve traffic flows, which could actually reduce air and noise pollution.
- 4.5.9 Other proposals within the preferred option relate to issues identified through the evidence base or through consultation (i.e. potential for extension of the school site).
- Community & Stakeholder Consultation
- 4.5.10 Consultation responses supported growth of the local centre to the east, and also reflected the need to improve traffic flow and parking provision as well as the image of the centre. Promoting the development of sites within the centre will help improve its image, as well as promoting sustainable long term growth (i.e. growth will not just be focussed at the eastern end of the centre).

## 4.6 Small Heath Local Centre

### The Options

- 4.6.1 The options proposed for Small Heath Local Centre were:
- SH1: Do Minimum
  - SH2: The Gateway
  - SH3: Local Centre Consolidation
- 4.6.2 The preferred option for Small Heath Local Centre is:
- Combination of SH1, SH2 and the Whitmore Road proposal from SH3: Support for investment to improve the centre, and the creation of a

‘gateway’ including new development to define the western end of the centre. In all options the potential to address traffic congestion and improve public realm and the pedestrian environment was outlined.

### **Responding to the SA**

- 4.6.3 The three options were assessed as having similar effects against the majority of the SA Objectives, with Option SH2 marginally more positive overall. None of the options were identified as having an explicitly negative effect against any of the SA Objectives. The preferred option combines elements of all of the options, and in general terms reflects the elements of each option that performed most positively against the SA Objectives. In particular it encourages the use of previously developed land and buildings (SA Objective 5), enhancement of GI (SA Objective 7), and economic growth (SA Objective 15). It also addresses poverty and disadvantage (SA Objective 19), and supports the provision of decent and affordable housing (SA Objective 22) through proposals for new housing development.

### **Responding to other factors**

#### **Evidence Base**

- 4.6.4 The Shopping and Local Centres SPD defines the boundary of the centre. The SPD also contains a number of policies to protect the core retail function of the local centre and restrict the over concentration of A3, A4 and A5 uses.
- 4.6.5 The BDP sets out a number of planning and regeneration proposals for local centres including the opportunities for growth and regeneration of key local centres such as Small Heath, which is one of several key centres along the A45 corridor.
- 4.6.6 The evidence base and consultation supported the progression of proposals relating to Parliament Street and the surrounding area. Measures to improve the image of the centre and to address traffic/parking issues were also supported by the evidence base and consultation comments.

#### **Community & Stakeholder Consultation**



- 4.6.7 The consultation on the Options Report generated significant interest in proposals for the centre, and many commented on the current limited opportunities for growth. There was support for the growth of the local centre - particularly to the west to create an improved gateway into the centre, and further opportunities for businesses that would complement existing facilities within the established centre.

## 4.7 Cherrywood Road

- 4.7.1 The Options Report (2011) did not identify Cherrywood Road as an area for significant change, and as such the Options SA Report (2011) did not examine options for this area in any detail.
- 4.7.2 The potential for change here was identified in the Neighbourhood 4 – Bordesley Green section of the Options Report, where improvements to public transport (including the introduction of Metro), improvements to Bordesley Green local centre, opportunities for expanded education uses, and opportunities for new housing at Cherrywood Road were all identified. These form the key elements of the proposals that emerge in the Preferred Options Report for the Cherrywood Road area.
- 4.7.3 Development opportunities have arisen from the Options Consultation and a “call for sites” through the review of the Strategic Housing Land Availability Assessment (SHLAA). These comprise former industrial land at Cherrywood Road (1.61Ha) and land at Humpage Road/ Cherrywood Road (2.02 Ha) both of which have been included in the SHLAA 2011. Both sites are in private ownership and offer potential development opportunities that could contribute to the transformation of the area.
- 4.7.4 The preferred option for Cherrywood Road is for the creation of a new residential neighbourhood with improved community facilities and local environment. This would contribute to meeting local housing needs, allowing the provision of a wider range of housing types and tenures.
- 4.7.5 The area presently suffers from conflicting business, residential and community uses which are often in close proximity to each other. The opportunity to review land use and promote new development would enable these issues to be resolved.
- 4.7.6 No reasonable alternative options came forward through the Options Consultation.

## **4.8 Neighbourhoods**

- 4.8.1 For the purposes of the AAP the area is split into six neighbourhoods to enable a number of issues and potential opportunities to be considered in more detail. The six neighbourhoods are Vauxhall, Washwood Heath, Bordesley Village, Bordesley Green, Small Heath (North) and Small Heath (South). It is acknowledged that these boundaries are to a degree artificial, and that there will be cross boundary issues that affect two or more neighbourhoods. In particular, the local centres will draw trade from a much wider area. Nevertheless, this approach provides a means to focus on a number of issues at the local level.
- 4.8.2 The proposals for Neighbourhoods reflect local concerns expressed through the consultation on the Options Report and policies within the BDP. The emphasis on local issues within these neighbourhoods, focusing on small sites, traffic, housing and local employment has driven the policies within the AAP. No reasonable alternative options were identified for any of these policies.
- 4.8.3 SA issues that arose in the 2013 SA Report have been addressed in the Pre-Submission Version of the AAP (2017) however uncertainty remains in a few instances. These are identified and discussed in the rest of this report.

# 5 SA of the development principles

## 5.1 Introduction

5.1.1 This chapter sets out the appraisal findings for the assessment of the Bordesley Park AAP Pre-submission Report. **Table 5.1** summarises the scope and content of the AAP. The assessment findings are presented in matrix format as described in **Chapter 2** and are accompanied by an assessment commentary describing the sustainability performance of each part of the APP (see **Table 5.1**).

5.1.2 The 23 SA Objectives for Bordesley Park AAP (see **Table 2.2**) have been used to assess the sustainability performance of the plan.

**Table 5.1:** Development Principles, Key Opportunities for Change Areas and Neighbourhoods

Neighbourhoods and Key Opportunities for Change Areas	
Development Principles	
1	Growth
2	Connectivity
3	Local Character
4	Sustainability
Key Opportunities for Change Areas	
1	The Wheels site and Environs
2	Cherrywood Road
3	Adderley Park
4	Alum Rock Road
5	Coventry Road Local Centre (also known as 'Small Heath')
Neighbourhoods	
1	Vauxhall
2	Washwood Heath
3	Bordesley Village
4	Bordesley Green
5	Small Heath (North)
6	Small Heath (South)

## 5.2 Development Principles

5.2.1 This section discusses the assessment of the four development principles identified in the AAP. The principles are aspirational and challenging. Assessment findings are presented in **Table 5.2**.

**Table 5.2:** Assessment matrix of development principles

SA Objective		Development Principles			
		1	2	3	4
		Growth	Connectivity	Local character	Sustainability
1	Natural resources	+	0	0	+
2	Energy use	+	+	+	++
3	Sustainable transport	++	+	+	0
4	Waste minimisation	0	0	0	+
5	Previously developed land	+	0	++	0
6	Climate change	+	0	+	++
7	Green Infrastructure	+	++	++	+
8	Historic environment	0	0	++	0
9	Biodiversity	+	+	++	+
10	Air	0	+	0	0
11	Water	0	+	+	0
12	Land contamination	0	0	0	0
13	Noise	0	+	0	0
14	Corporate social and environmental responsibility	+	0	+	+
15	Economic growth	++	+	0	+
16	Investment	+	0	0	0
17	Community influence	+	+	+	0
18	Social inclusion	++	++	+	0
19	Poverty and disadvantage	+	0	+	0
20	Health	+	+	+	0
21	Community safety	0	+	++	0
22	Affordable housing	++	0	+	0
23	Recreational activities	+	+	+	0

### 5.3 Growth (Development Principle 1)

#### Principle 1: Growth

To promote growth in the AAP area, with a presumption in favour of sustainable development, by supporting proposals which:

- Provide the right conditions for growth, diversification and enhanced competitiveness to secure the economic revitalisation of the area and support a target of creating up to 3000 new jobs. This will include bringing forward land for significant employment development opportunities at the Wheels site, and promoting existing industrial areas at Vauxhall and Small Heath.
- Enhance and develop thriving local centres by supporting their niche market position and providing a strong retail offer and range of services. Alum Rock Road, Bordesley Green and Coventry Road are identified as key centres for investment and additional development and growth.
- Enhance the quality and range of the housing offer within the area, including the delivery of up to 750 new homes to meet existing and future housing needs, improvements to existing housing stock, and measures to bring vacant properties into residential use. The Cherrywood Road area is identified as having the greatest potential for new residential development.
- Improve access to high quality leisure, community and educational facilities and infrastructure.
- Maximise development opportunities along main transport routes, particularly along the proposed Metro line and at its stops, at transport hubs and within and adjacent to local centres.

- 5.3.1 The principle for Growth is assessed as strongly positive for SA Objectives 3, 15, 18 and 22. It is also assessed as positive for SA Objectives 1, 2, 5, 6, 7, 9, 14, 16, 17, 19, 20 and 23.
- 5.3.2 The principle advocates improving existing houses, and bringing vacant properties back into use. Both SA Objectives 1 and 5 concern redevelopment, and are consequently both assessed as positive.
- 5.3.3 The development of rapid transit routes through the area leads to a positive assessment for SA Objective 2 on energy use as the new routes could provide better links to the city centre and airport and reduce emissions.

- 5.3.4 The principle promotes the development of rapid transit routes, and improved links through the area to the city centre and airport. Improvements to public transport could lead to more people using these sustainable modes of transport and a reduction in car use. The objective supports the moulding of sustainable neighbourhoods, performing strongly positive for SA Objective 3 on sustainable transport
- 5.3.5 The growth principle is assessed as strongly positive for SA Objective 15 on economic growth as there is a strong focus on building an extensive and co-ordinated programme of support for businesses. The principle includes the expansion of local centres and other key economic growth sectors, which is likely to lead to a vibrant and stable economy. Improvements in connectivity through public transport are also likely to benefit the local economy.
- 5.3.6 The provision of a diverse economic base for a sustainable economy could help alleviate poverty; removing barriers to jobs through improvements in transportation. The principle has a target of creating up to 3,000 jobs, aiming to reduce the unemployment level of Bordesley Park (SA Objectives 15, 16 and 19).
- 5.3.7 Economic support of Bordesley Park leads to a positive assessment for SA Objective 18 on social inclusion. Improvements to the local centres of Bordesley Park, as well as the support of local initiatives and businesses is likely to lead to easy and equitable access to services, facilities and opportunities.
- 5.3.8 The principle proposes to provide for additional school places to meet the needs of the young and growing population within the area (SA Objective 16).



- 5.3.9                    The principle promotes the protection, enhancement and use of parks, sports pitches local open spaces and other Green Infrastructure (GI) assets within the AAP. This leads to a positive assessment of the principle against SA Objectives 7 and 9, which relate to biodiversity and GI. Protecting and improving sporting and recreational facilities retains these facilities and ensures they are of high quality, making it more likely they will be used (SA Objective 23). Furthermore, the benefits of GI and green areas such as parks are manifold and help the area adapt to climate change (SA Objective 6) by capturing carbon, improving infiltration rates and providing a cooling effect to counteract the urban heat island effect. The green infrastructure network also encourages healthy, active lifestyles, in line with SA Objective 20.
- 5.3.10                  The principle is assessed as strongly positive for SA Objective 22 on housing, as it aims to enhance the quality and range of housing in the area. The AAP proposes delivery of up to 750 new homes to meet existing and future housing needs, these will include affordable housing, large family housing, and housing suitable for the elderly and disabled.

## 5.4 Connectivity (Development Principle 2)

### Principle 2: Connectivity

To improve linkages within and across the area to the City Centre and other centres of activity, connecting local residents and businesses with economic opportunities by supporting and promoting proposals which:

- Enhance public transport across the area including the promotion of rapid transit routes along Bordesley Green (Metro) and the A45 (SPRINT) as well as local rail and bus services.
- Better manage traffic and congestion within the area.
- Encourage more walking and cycling within the area reducing transport's impact on the environment thereby improving air quality, reducing carbon emissions and improving road safety.

- 5.4.1 The principle concerned with Connectivity is assessed as strongly positive for SA Objectives 7 and 18. The assessment is positive for SA Objectives 2, 3, 9, 10, 11, 13, 17, 20, 21 and 23.
- 5.4.2 The principle has a strong focus on Birmingham's vision for a transport system, which puts the user first and delivers the connectivity that people and businesses require (SA Objective 3). The principle proposed to improve the public transport offer in the area through enhancing the quality of rail and bus services, and walking and cycling routes. In particular, Birmingham's 'Cycle Revolution' proposes to improve cycling facilities within a 20-minute cycling time of Birmingham city centre, with the aim of making cycling an everyday way to travel in Birmingham over the next 20 years. Such a strong focus and investment in public and sustainable modes of transport could encourage people to use it, and reduce car use. A modal shift away from cars could reduce emissions (SA Objective 2), improve air quality (SA Objective 10) and reduce the noise pollution that traffic causes (SA Objective 13).
- 5.4.3 Within the connectivity development principle, creating a 'walkable neighbourhood' is emphasised. Creating a network of pedestrian routes, which are safe and attractive, could encourage more people to walk and reduce the use of cars. More people walking and less using cars could reduce emissions from transport (SA Objectives 3 and 2).

- 5.4.4 The strong emphasis on using public transport culminates in a strong positive assessment for SA Objective 15 on economic growth as public transport connects the AAP area to Birmingham and the airport. Connectivity and ease of pedestrian movement between the city centre and the AAP area is also highlighted. By improving the ease of access into the neighbourhood it could encourage more people into the area and promote the local economy. This link benefits the AAP area by maximising the benefit gained from the government's proposals for HS2, with a rail terminus at Curzon Street in the City Centre (within a short distance of the AAP area). This will enhance connections to London, the rest of the UK and Europe as well as provide a focus for new economic activity (SA Objective 15). The impact of the construction of HS2 includes the closure of Saltley Viaduct, a key gateway into the Alum Rock Road local centre and wider East Birmingham, for up to 18 months. The principle states that the City Council will work with HS2 and other stakeholders to minimise the impact of this on movement and businesses operations across the area. However, adverse impacts on the road traffic network and its users may still occur (SA Objective 3).
- 5.4.5 An additional benefit of connectivity through public transport throughout Bordesley Park and Birmingham is the improvement of access to facilities and services (SA Objective 18). In addition the sustainability development principle emphasises the creation of a low carbon green economy to reduce carbon dioxide emissions (SA Objective 2).
- 5.4.6 The principle is assessed as strongly positive for SA Objective 7 on GI as enhancements are to be made to walking and cycling routes that utilise existing and new green space. This will positively contribute to the areas existing GI network. Creating a network of safe, attractive, pedestrian and cycle routes is likely to promote healthy lifestyles (SA Objective 20). This is because the proposals advocate walking as an activity and the principle suggests improvements in connectivity to leisure and recreational activity facilities through sustainable transport methods (SA Objective 23). Improvements to the safety of pedestrian areas could reduce crime and fear of crime (SA Objective 21).

- 5.4.7 Introducing attractive pedestrian walkways and cycle routes, and developing a network of attractive and pedestrian friendly water spaces within the City Centre is likely to improve the attractiveness of the AAP area. It is assessed as positive for SA Objective 17 on community influence because an aesthetically pleasing appearance could increase the percentage of people who would like to remain living in the neighbourhood. The focus of building upon the canal's potential as a leisure amenity and nature conservation asset and the implementation of attractive water spaces could lead to an improvement to the water quality in the AAP area (SA Objective 11). The principle's aim to enhance the canal network means it is also assessed as positive for SA Objective 9 because the canals are a diverse habitat and home to a myriad of biodiversity features.
- 5.4.8 The route of the metro is likely to require land take at some locations along its path, which could impact existing shops and local businesses. Without knowing more about the proposals at the time of writing, the full extent of the effects are uncertain. Nonetheless, the metro would be expected to have an overall positive against SA Objective 15, Economic Growth.

## 5.5 Local Character (Development Principle 3)

### Principle 3: Local Character

To improve the quality of the environment across the whole of the AAP area by supporting proposals which:

- Build upon local character to promote high quality design and community safety in new development. This will include acknowledging the area's rich variety of townscape, buildings, archaeology, parks, open space, waterways and industrial heritage and the promotion of high quality design of new development and public space.
- Improve the general amenity of the area including design, streetscape, and tackling problem sites and local eyesores.
- Develop a network of green infrastructure across the area in order to maximise the benefits of and linkages to the area's existing assets of parks, open spaces and canals that will enhance the natural environment, promote connectivity and improve health.

- 5.5.1 The Local Character principle consists of Historic Landscape Characterisation, Historic Legacy and Green Infrastructure. Local Character is assessed as strongly positive for SA Objectives 5, 7, 8, 9 and 21. Assessed positively are SA Objectives 2, 3, 6, 11, 14, 17, 18, 19, 20, 22 and 23.
- 5.5.2 The Local Character principle recognises that there are vacant sites and buildings in the AAP area. It is assessed as strongly positive for SA Objective 5 on previously developed land as it identifies opportunities for redevelopment, and overall encourages the reuse of existing buildings.
- 5.5.3 SA Objective 9 on biodiversity is assessed as strongly positive because formal parks, playing fields or other areas of significant open space - often within schools or other locally accessible facilities, and green spaces along road, rail, river and canal corridors; are recognised for their environmental and quality of life benefits. The objective aims to protect and enhance green space where appropriate by the AAP, with schemes to maximise access to these green spaces. This principle will protect biodiversity and habitats in the AAP area and could improve the water quality of the River Rea and the AAP area's canals (SA Objective 11). The River Rea and Birmingham and Warwick Junction Canal in particular are noted as important assets for the area in terms of amenity and leisure value (SA Objective 7). Opportunities to create new GI are also encouraged.
- 5.5.4 The multifunctional nature of many GI features could allow them to be used for sports and active recreation (SA Objective 23). GI has the potential to improve the AAP areas health, and provide improved recreational facilities (SA Objective 20).
- 5.5.5 Enhancements to green spaces within the AAP area, as well as increases in the number of trees could lead to a reduction in carbon dioxide (SA Objective 2) and could help reduce the impact of climate change (SA Objective 6). Green spaces have a cooling effect and improve infiltration rates by providing additional green areas for drainage and attenuation of water. Trees contribute to carbon capture. Protection of, and an increase in, GI features are likely to improve the aesthetics of the AAP area and could increase resident's satisfaction with their neighbourhood (SA Objective 17).

- 5.5.6 The canals and the section of River Rea running through the area are part of the AAP area's historical heritage. The principle is assessed as strongly positive for SA Objective 8 on the historic environment as it aims to recognise and enhance these features, as well as the other historically significant buildings. The historic environment will also be used to influence the design of new development. The principle mandates that all new development should reflect the local context, as well as protect the local distinctiveness of the area and townscape. New development design should be in line with adopted and emerging citywide guidance and Government guidance, and should be inclusive, accessible, adaptable, sustainable and good value (SA Objective 14). This could reduce household poverty, in line with SA Objective 19.
- 5.5.7 The mention of accessible, good value housing has led to the assessment of the priority to be positive for SA Objective 22 on housing.
- 5.5.8 The proposals aim to maximise the access to open space, as well as improve the connections between the City Centre GI network to the west and the River Cole linear open space to the east. These linkages help biodiversity, but also improve the accessibility of green space (SA Objective 18).
- 5.5.9 The principle promotes community safety to complement West Midlands Police's Priority Areas project for long-term police and partnership action. The principle is assessed strongly positive against SA Objective 21 on crime as the design of new public realm, including green space is encouraged to be accessible, safe and overlooked. Both the community safety initiatives and natural surveillance schemes could help reduce crime and the fear of crime in the AAP area. Existing spaces are to be improved through this principle, in order to promote walking and outdoor activity (SA Objective 18). Through making walking routes safer, more legible and overlooked, it could encourage people to use them, and lead to the beginnings of a modal shift in transport patterns (SA Objective 3).

## 5.6 Sustainability (Development Principle 4)

### Principle 4: Sustainability

To support proposals which contribute to the City's sustainability targets and which:

- Demonstrate best practice in sustainable development, including:



- Sustainable construction and design of the built environment with ☐ new residential properties aiming to be carbon neutral and non- industrial buildings meeting the specified BREEAM standards and energy efficiency measures targeting existing buildings.
- Energy efficiency and low carbon generation. ☐
- Waste and water management through measures to secure the improvement of water quality and the introduction of Sustainable Drainage Solutions.
- Benefit the natural environment through measures to enhance the wide range of green and blue infrastructure across the area including canals and the River Rea.
- Promote a sustainable transport network.
- Reflect the need to manage the effects of climate change.
- Recognise and provide for emerging digital applications including promoting the principles set out by Birmingham’s Smart City Commission.

- 5.6.1 The development principle concerned with Sustainability is assessed as strongly positive for SA Objectives 2 and 6. It is also assessed positively against SA Objectives 1, 4, 7, 9, 14 and 15.
- 5.6.2 The principle is assessed as strongly positive for SA Objective 2 on energy use as the development principle states that new residential development should aim to be carbon neutral, incorporating measures to reduce energy and water consumption. The principle aims to reduce carbon emissions in line with the City Council’s 60% reduction target by 2027<sup>12</sup>.
- 5.6.3 The principle performs strongly positive for SA Objective 6 as it drives development to make the most efficient use of land and buildings, in line with the City’s overall development strategy. Non-residential buildings over 1000 square metres should meet the ‘Excellent’ Building Research Establishment Environmental Assessment Methods (BREEAM) standards. Additionally, Combined Heat and Power (CHP) is in use in the City Centre, and the proximity of the Tyseley Energy Recovery Facility presents the opportunity to introduce such a system within Bordesley Park.

<sup>12</sup> Birmingham’s Green Commission Building a Green City (2013)

- 5.6.4 The principle is assessed as positive for SA Objective 1 for natural resources as it promotes sustainable construction methods and the meeting of relevant national standards.
- 5.6.5 Although BREEAM is mandatory, the remainder of the proposals allow freedom to businesses and could lead to businesses becoming increasingly sustainable. The principle is assessed as positive for SA Objective 14 on corporate social and environmental responsibility as it encourages sustainable methods and an awareness of climate change issues.
- 5.6.6 SA Objective 4 on encouraging waste minimisation is assessed as positive as the area includes a number of waste management facilities serving a local and regional catchment. The principle highlights the City's recognition of the importance of such facilities, and supports such provision alongside measures to minimise waste production. Using waste as a resource could improve efficiency and reduce the overall amount of waste being produced (SA Objective 4).
- 5.6.7 SA Objective 15 on economic growth is assessed as positive as the sustainability principle aims to use waste as a resource and the provision of managed waste facilities is likely to generate employment. Support for sustainable methods could create a new thriving and vibrant green economy.
- 5.6.8 The principle encourages new development to demonstrate measures to mitigate against flood risk and to ensure that they do not increase flood risk elsewhere. Mitigation methods such as SuDS are proposed to reduce surface water flood risk, improve water quality, and contribute to enhanced green infrastructure and biodiversity (SA Objectives 6, 7 and 9).

## 6 SA of the Key Opportunities for Change Areas

### 6.1 Key Opportunities for Change Areas

6.1.1 Within Bordesley Park, five areas have been identified as key opportunities for change (see **Table 5.1**). BCC consider that these areas offer the greatest potential for change, where new development or new uses can make the biggest impact on the area and best deliver the aims of the plan. Drawing on the work undertaken to date, through the issues, ideas and opportunities outlined and consulted upon in the Options and Preferred Options Reports, a set of land use proposals have been drawn up for each of these areas. These proposals are assessed using the methodology in **Chapter 2** and the resulting high-level matrix is shown in **Table 6.1**.

**Table 6.1:** Assessment matrix of key opportunities for change areas

SA Objective		Key Opportunity for Change Areas				
		1	2	3	4	5
		Wheels	Cherry-wood	Adderley	Alum Rock	Coventry Rd
1	Natural resources	0	0	0	0	0
2	Energy use	+	+	0	0	+
3	Sustainable transport	+	+	++	+/-	++
4	Waste minimisation	0	0	0	0	0
5	Previously developed land	+	+	+	++	++
6	Climate change	0	0	0	0	0
7	Green Infrastructure	+	+/-	+	0	+
8	Historic environment	+	+	+	+	+
9	Biodiversity	0	0	+	0	+
10	Air	+	+	+	+/-	+
11	Water	0	0	0	0	0
12	Land contamination	++	+	0	0	0
13	Noise	+	+	+	+/-	+
14	Corporate social and environmental responsibility	0	0	0	0	0
15	Economic growth	++	+/-	+	++	++

SA Objective		Key Opportunity for Change Areas				
		1	2	3	4	5
		Wheels	Cherry-wood	Adderley	Alum Rock	Coventry Rd
16	Investment	++	+	++	+	+
17	Community influence	+	+	+	0	+
18	Social inclusion	+	+	+	+	+
19	Poverty and disadvantage	+	+	+	0	0
20	Health	+	+	++	0	+
21	Community safety	+	0	0	0	0
22	Affordable housing	+/-	++	+	+/-	++
23	Recreational activities	+/-	+	+	0	+

## 6.2 The Wheels site and Environs (Change Area 1)

### Key Opportunity for Change 1: The Wheels site and Environs

The Wheels site and Environs will become an attractive location for high quality employment uses.

This will include: ☐

- Promotion of new industrial and employment opportunities including the comprehensive and coordinated development of the Wheels site to deliver up to 1 million sq ft of floor space and up to 3,000 jobs and training opportunities. The Council will work with existing occupiers regarding relocation opportunities.
- Redevelopment and enhancement of existing industrial areas for employment led mixed uses north of Bordesley Green through partnership working with occupiers regarding improvements to property and wider development opportunities.
- Opportunities for new and improved facilities at Bordesley Green Girls' School including the potential extension of the school site.
- New and improved access arrangements with improved access into the Wheels site (and the development of a spine road through the site) to serve the industrial development.

- e. High quality public transport including the promotion of rapid transit proposals (Metro) along Bordesley Green and improved access to local rail and bus services.
- f. Improvements to the wider environment including Bordesley Green local centre linked to the development of rapid transit proposals.

- 6.2.1 The first key opportunity for change area is assessed as strongly positive for SA Objectives 12, 15 and 16. The proposals are assessed as positive for SA Objectives 2, 3, 5, 7, 8, 10, 13, 17, 18, 19, 20 and 21. The assessment is uncertain for SA Objectives 22 and 23.
- 6.2.2 There is a strong positive assessment for SA Objective 12 on land contamination. The Wheels site is known to be contaminated due to having previously accommodated brick pits and landfill; development on the site will require remediation and consequently the proposals will reduce and mitigate land contamination issues in the AAP area.
- 6.2.3 The Wheels site is assessed as strongly positive for SA Objective 15 on economic growth because of the opportunities to promote new industrial and employment opportunities (B1(b) & (c), B2 & B8) on the site. The proposal responds to the need to increase the supply of high quality employment land identified in the Employment Land Review 2012 (BCC) and the evidence base for the BDP.
- 6.2.4 The Asset Accelerator programme put forward in the Wheels site delivery section of the AAP addresses reclamation, provision of infrastructure and financial modelling, as well as the potential relocation requirements of existing occupiers. This is expected to mitigate any negative effects sustained as a result of the proposed development.
- 6.2.5 There is the potential for the expansion of existing businesses and the ability for additional businesses to relocate into the area. This includes encouraging mixed-use development at Bordesley Green Local Centre and improvements to this area in line with emerging rapid transit proposals. Redevelopment of this area would include provision of new employment and commercial uses between the Wheels site and Bordesley Green Road to the west of the local centre. This maximises the potential to provide employment and training opportunities for the local community in an area of high unemployment (SA Objective 18). This strong promotion of businesses and the economy, as well as improved access could encourage economic growth within the area (SA Objective 15).

- 6.2.6 The proposals score strongly positive against SA Objective 16 on investment in future prosperity due to the aim to enhance education facilities within the Wheels site by potentially expanding the Bordesley Green Girls School and providing additional space for teaching and learning. Education/training facilities associated with the employment uses on the core site will also be supported, and there is potential for links to be developed with other universities and training establishments. This could promote investment in the future and encourage learning and skills development.
- 6.2.7 The focus on economic growth and skills development also leads to a positive assessment for SA Objectives 18 and 19 on social inclusion and poverty respectively. Employment opportunities could improve social inclusion and ensure that nearby residents have easy and equitable access to facilities and services. Furthermore the focus on employment could reduce the amount of unemployed people in the area and could reduce the number living in poverty.
- 6.2.8 Introducing a rapid transit route along Bordesley Green to the south of the site will provide additional and more efficient public transportation. Making public transport quick and easy to use is likely to encourage people to use these more sustainable modes of transportation and reduce travel by private car. Improved pedestrian connections will be promoted, particularly to Adderley Park Railway Station, major bus routes and future rapid transit routes, as well as the City Centre (SA Objective 3).
- 6.2.9 Routing traffic to and from the site away from nearby residential streets is likely to improve the satisfaction of people with their neighbourhoods (SA Objective 17).
- 6.2.10 By promoting public transportation and introducing the rapid transit route, car use in the area may reduce. Consequently greenhouse gas emissions may reduce, and air quality in the vicinity could improve (SA Objectives 2 and 10).



- 6.2.11 The BDP Scoping Report<sup>13</sup> advised that the principal source of noise pollution in the area is traffic. The Wheels site experiences much HGV traffic due to the surrounding industrial activities. There is also noise pollution generated at the Wheels site during race days at the Wheels Stock Car Stadium. Redevelopment of the site, improvements to access, implementation of the rapid transit route, relocation of some activities as well as addressing the environmental and amenity issues for residential and other sensitive uses adjoining industrial activities, could minimise noise pollution levels (SA Objective 13).
- 6.2.12 Enhancement of learning facilities could improve the educational attainment in the area (SA Objective 20). Improvements in the local economy, as well as reductions in unemployment and deprivation levels are all likely to improve the health of residents. Due to the presence of speed skating facilities at the Wheels site and the need to relocate the existing sporting activities, opportunities are provided for participation in physical activity (SA Objective 20).
- 6.2.13 The majority of the Wheels site and environs is currently developed but under-used. According to the Bordesley Park GI Report (2013) there are areas of trees and scrub around the track, which have been left undeveloped. New Development will support improvements to the local centre, and retain the existing trees or re-introduce trees as part of the landscaping for the site (SA Objective 5).
- 6.2.14 The Grand Union canal, located to the northwest of the Wheels site, is a Site of Local Importance to Nature Conservation (SLINC). The proposed landscaping strategy is designed to incorporate this important feature, which will reduce the likelihood of significant adverse effects to biodiversity. The Birmingham and Black Country BAP (2010) advises that canals represent a priority habitat for conserving biodiversity as identified within section 41 of the Natural Environment and Rural Communities Act 2006.

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<sup>13</sup> AMEC Environment & Infrastructure UK Limited (2012) Birmingham City Council Sustainability Appraisal of the Birmingham Plan: Scoping Report – Autumn 2012 Update

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- 6.2.15 The indicative scheme for development suggests that the trees and shrub species that currently screen the tracks will be retained and enhanced as part of a landscaping strategy; this would be positive for GI (SA Objective 7). It also appears that the green corridor connection to the canal network to the northwest would not be cut off by development. The policy addresses the environmental issues faced by adjoining residents, this aspect, coupled with the general enhancement of the area, and improved accessibility may promote green spaces in the area.
- 6.2.16 Improving the rate of employment and increasing training and education in the area is likely to lead to a reduction in crime (SA Objectives 21 and 23). The Wheels site was originally opened in the 1970s, in part, to help provide a destination for recreation and positive community activities for disengaged youths. Today the Wheels site is used mostly for commercial motor racing and go karting with youth activities playing a more minor role (the probation service no longer has any involvement in the site). The range of activities operating from the site has expanded up to the present day. Where possible a loss of provision of these facilities should be avoided through relocation of facilities. A relocation study is currently being undertaken in order to determine the options for relocating the facilities currently onsite.
- 6.2.17 The option is assessed as uncertain for SA Objective 22 on housing. Housing along Bordesley Green Road may be incorporated into the proposed employment site, which could lead to the loss of some existing housing in the longer term. Major challenges are identified in securing the rehousing of the existing occupiers of residential properties on Bordesley Green Road. Alternatively, encouraging mixed-used development in Bordesley Green may improve local housing provision and/or quality.

## 6.3 Cherrywood Road Area (Change Area 2)

### Key Opportunity for Change 2: Cherrywood Road

A new residential neighbourhood with improved community facilities and local environment will be created.

This will include:□

- a. New residential development at Cherrywood Road and Cherrywood Road/Humpage Road that addresses amenity issues and constraints presented by adjoining uses.
- b. Opportunities to review education needs within the area including the site issues of Al-Hijrah school.
- c. Improving the setting and amenity of the area by reviewing the concentration and operation of car repair and recycling uses to improve the amenity of existing housing and allow new residential development to take place including at Cherrywood Road/Denbigh Street.
- d. Improvements to Bordesley Green local centre through the promotion of new retail and community development and the promotion of a rapid transit route (Metro) along Bordesley Green.

- 6.3.1 Cherrywood Road is assessed as strongly positive for SA Objective 22 and positive for SA Objectives 2, 3, 5, 8, 10, 12, 13, 16, 17, 18, 19, 20 and 23. It is assessed as uncertain for SA Objectives 7 and 15.
- 6.3.2 The option proposes new residential development, with the scope for a wide range of housing types to meet the needs of the local area (SA Objective 23). Providing affordable housing could lead to a reduction in homeless families (SA Objective 19).
- 6.3.3 New housing will be built to meet building regulations, which helps meet SA Objective 3 on reducing energy use. In addition, the rapid transit route could encourage more people to take public transport and reduce car use and greenhouse gas emissions.
- 6.3.4 The Cherrywood Road area is assessed as strongly positive for SA Objective 22 on housing because the policy promotes new residential development within the site. These houses will provide a wide range of housing types to meet the needs of the local area. Implementing the CfSH procedures could also improve the longer term affordability of new housing due to improved energy efficiency and a consequent reduction in energy bills.

- 6.3.5 Two sites are considered for potential residential development should they become available (industrial land at Cherrywood Road and land at Humpage Road). Both sites are previously developed (SA Objective 5). Risk Assessments have been carried out by the Health and Safety Executive (HSE) under the Control of Major Accident Hazards (COMAH) Regulations. Issues identified are to be addressed further with the HSE to enable development to take place. The density of new development is unknown, but will reflect advice from the HSE.
- 6.3.6 The promotion of a rapid transit route near to the site will provide additional and more efficient public transportation. Currently over half of people who both live and work in the City use their car to get to work, only a fifth use the bus, and a tenth walk or work from home<sup>14</sup>. Improving public transport could increase the amount of people using these sustainable modes of transportation (SA Objective 3).
- 6.3.7 The proposal to introduce a rapid transport route near to the site could reduce the use of cars as people start to use more sustainable modes of transportation. The reduction in car use, coupled with increases in public transport could reduce congestion on Bordesley Green and therefore improve air quality in the vicinity (SA Objective 10).
- 6.3.8 Bordesley Green, which borders the area to the south, experiences high levels of noise pollution during the day. As part of the option, the rapid transit route proposed along this road could lead to a reduction in car use and noise pollution (SA Objective 13).
- 6.3.9 The proposals consider the future of the Al Hijrah School, which could lead to enhancements to the school, which would be investment in the learning and skills of the residents. There could consequently be improvements in educational attainment, although the future of the Al Hijrah School is to be further reviewed (SA Objective 16).

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<sup>14</sup> AMEC Environment & Infrastructure UK Limited (2012) Birmingham City Council Sustainability Appraisal of the Birmingham Plan: Scoping Report – Autumn 2012 Update

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- 6.3.10 The policy proposes improvements to the local centre, including the scope for additional convenience retail and community/service provision. This could provide additional health services (SA Objectives 20 and 22). Proposals will be supported where they contribute to the vitality of the local centre, the promotion of a rapid transit route, and the safeguarding of historic buildings (SA Objective 8). These changes could provide additional access to general services and facilities (SA Objective 18) as well as specifically providing additional sports and leisure facilities (SA Objective 23). Other benefits to the local economy will be achieved through improved connectivity, which will be provided by the proposed rapid transit route.
- 6.3.11 Potential improvements to the local centre could enhance and support the local economy. The promotion of new employment land and economic development opportunities on the Wheels site will counter the loss of employment land in this area and enable the safeguarding of jobs (SA Objective 15).
- 6.3.12 The policy suggests improvements to the setting of existing residential areas, introducing complementary frontages, as well as reviewing the impact of large numbers of vehicle repair premises, which could enhance the quality of the built environment (SA Objective 8). The focus placed on housing provision is likely to reduce the proportion of people living in non-decent housing (SA Objective 20). Meeting the needs of the residents by providing a range of housing types, as well as improving the environment of the area could encourage people to stay within the area (SA Objective 17).
- 6.3.13 The Cherrywood Road Area is assessed as positive for SA Objective 12 on contamination as the proposals address the impact of the existing hazardous substances consents and recommend the involvement of the Health and Safety Executive. The Environment Agency maps suggest there was a significant waste pollution incident within the Cherrywood Road Area in 2002. In addition, the site occupied by AkzoNobel Packaging Coatings Ltd is designated as a Hazardous Installation, and there are industrial units which may be contaminated from their previous manufacturing use. For development to take place on these sites remediation will be needed, therefore development will reduce the amount of land contamination.

- 6.3.14 This key opportunity for change was assessed as uncertain for SA Objective 7 on GI. There are two parks within the Cherrywood Road area - Denbigh Street, which is 0.4ha, and Priory Gate Way, which is 0.5ha, meaning new housing in the area will have some green areas nearby. Increasing the population of Bordesley Park will mean more people are likely to use the existing green and open spaces. The average open space in Bordesley Park AAP per 1,000 population is 1.88ha, below the 2ha target. New housing will reduce this ratio unless new open and green space is created in the area.



## 6.4 Adderley Park (Change Area 3)

### Key Opportunity for Change 3: Adderley Park

An improved neighbourhood will be created , responding to opportunities for employment and community uses focussed around Adderley Park along with the improvement of the environment - particularly for existing housing.

This will include:□

- a. The promotion of a wider mix of uses including for employment, education and community (but not residential) along Adderley Road and to the south of Arden Road.
- b. Creating active and attractive frontages to the neighbourhood along Adderley and Arden Roads, promoting quality design and reviewing existing scrap and vehicle repair premises.
- c. Improving the environment of Adderley Primary School.
- d. Improving traffic management and junction arrangements including access into the Wheels site and EMR.
- e. Improving the quality and promoting greater use of Adderley Park and the Birmingham and Warwick Junction Canal.

- 6.4.1 The Adderley Park area is assessed as strongly positive for SA Objectives 3, 16 and 20 and positive for SA Objectives 5, 7, 8, 9, 10, 13, 15, 17, 18, 19, 22 and 23. There are no negative or uncertain assessments.
- 6.4.2 The policy proposes traffic management, improved access and changes to junctions. This could reduce the number of people and children harmed in road accidents (SA Objective 3). There is a possibility of improvements to the pedestrian environment at the junction of Adderley Road and Arden Road, which could encourage more people to walk to local amenities.
- 6.4.3 Adderley Primary School experiences high levels of HGV traffic on Landor Street/Arden Road, which may lead to high levels of noise pollution. Noise pollution could be reduced by the improvements to traffic management and junctions in the area, reducing congestion and improving air quality (SA Objective 10). Traffic management improvements may also improve noise levels (SA Objective 13).

- 6.4.4 Such reductions in noise pollution levels around Adderley Primary School could help students perform better. There are proposals to promote training facilities and education facilities. These are heavily supported and could improve learning and skills development (SA Objective 16). In the longer term the potential for relocation will be considered. This could improve the quality of educational facilities in the area and improve educational attainment (SA Objectives 16 and 20).
- 6.4.5 Adderley Park is assessed as positive for SA Objective 5 on previously developed land as the sites identified for development are brownfield sites.
- 6.4.6 Adderley Park is located near to the Birmingham and Warwick Junction Canal, which is also a public right of way and acts as a GI asset. The park is highlighted for enhancement, through improvements to the quality and use of the park as a recreational and green asset for the community. These include measures such as waymarked footpaths and outdoor fitness equipment to encourage exercise, which could be beneficial for the health of the neighbourhood (SA Objective 23).
- 6.4.7 Adderley Park key opportunity for change area identifies the potential for growth in employment, education and community uses (for example space for start-up businesses or social enterprises) along Arden Road leading to a positive assessment of SA Objective 15 on economic growth. The option aims to promote a mix of uses in the area. This could contribute towards a strong and stable economy, which benefits local residents (SA Objective 18).
- 6.4.8 The focus on creation of employment and training space could reduce the amount of unemployed people in the area. This has been assessed as positive for SA Objective 19 on poverty and disadvantage as it could reduce the number living in poverty.
- 6.4.9 The description of the neighbourhood refers to Adderley Park as a mixed-use area. The scope to offer a wider mix of uses along Adderley Road and to the south of Arden Road encourages employment, training, education, community and potentially leisure use within the area. Promoting a more diverse mix of uses within the neighbourhood could ensure easy and equitable access to services and opportunities (SA Objective 18). The proposals also strongly promote new community facilities in the neighbourhood (SA Objective 17).

- 6.4.10 Adderley Park is assessed as positive for SA Objective 8 on the historic environment. The Grade II listed building: Church of St Saviour is located next to the Adderley Park area. There is unlikely to be any effect on the church as it is screened from the view of potential development by the houses along Ash Road. Improvements to the environment of the park could enhance the historic building's setting.
- 6.4.11 The Adderley Park key opportunity area is assessed as positive for SA Objective 7 on GI as it proposes to contribute to the overall uplift of the environment, whilst further resist provisions that may have a negative impact on the local environment (scrap yards, car breakers, etc.). Improvements to Adderley Park as a recreational and green asset for the area will be supported (see paragraph 6.4.6) and will encourage exercise and enable healthy active lifestyles (SA Objectives 9 and 20).

## 6.5 Alum Rock Road (Change Area 4)

### Key Opportunity for Change 4: Alum Rock Road

An improved local centre will be secured through investment and development within the existing centre and its growth to the east.

This will include:□

- a. Maximising development opportunities and use of space within the existing centre.
- b. Expansion of the centre to the east between Langton Road and Naseby Road.
- c. Provision of additional off road parking and loading facilities at locations along the centre.
- d. Improvement of the public realm and environment.

- 6.5.1 The fourth key opportunity for change area, Alum Rock Road, is assessed as strongly positive for SA Objectives 5 and 15 and positive for SA Objectives 8, 16 and 18. There is uncertainty associated with SA Objectives 3, 10, 13 and 22.

- 6.5.2 Due to the land constraints the AAP is focused on utilising existing space efficiently. There is a strong positive assessment of the key opportunity for change against SA Objective 5 on previously developed land as the former Leyland Club, The Crown Buildings and the former Tilt Hammer Public House are proposed for improvement and redevelopment. The wider community use of Saltley Methodist Church and the use of the upper floors of existing retail premises will be supported, particularly those which will complement the centre (SA Objective 15).
- 6.5.3 The option is assessed as positive for historic environment (SA Objective 8) because the improvement of existing buildings is encouraged. The historic character of Saltley Methodist Church is to be safeguarded, which helps preserve, and broaden access to, the area's historic environment. In addition, the character of the built environment is enhanced by improvements to the setting of gateways and the public realm throughout the area.
- 6.5.4 The assessment is strongly positive for SA Objective 15 on economic growth as there is a strong focus on the economy and supporting the local centre. The neighbourhood policy proposes potential expansions of the centre (within the centre boundary and to the east), supporting the provision of new facilities. Enhancement of the local centre is likely to lead to a vibrant and thriving local economy due to demand for units being high. The Shopping and Local Centres SPD (2012) sets out proposals for the expansion of the local centre to the east, and this also gained support from local residents and businesses. Increases in the vitality of the local centre could increase employment opportunities as well as increase access to services, facilities and opportunities (SA Objective 18).
- 6.5.5 The opportunities within the area include the expansion of St. Saviour's School, which increases the accessibility of the school to all (SA Objective 16). Enhancements to education facilities and improvements to the access of these facilities represent investment in learning and skills development.
- 6.5.6 The focus of development on the Alum Rock Road area is on enhancing commercial floorspace in the area. Some new housing is anticipated and some housing is anticipated to be lost as a result of the expansion of the centre to the east, with a consequent uncertain effect for SA Objective 22. Any loss of housing could be mitigated by development of alternative appropriate housing nearby and consultation with any residents who may be displaced.
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- 6.5.7            There is uncertainty in relation to SA Objectives 3, 10 and 13 due to the potential consequence of increasing parking facilities. Development is to take place in the local centre, which benefits from existing public transport infrastructure. It is stated that any opportunity to provide off-road parking and loading, in association with new development or otherwise, will be of benefit to the centre. However, there is the potential that increasing parking facilities could lead to an increase in road traffic and conflict with the area-wide objective to reduce car use and congestion.
- 6.5.8            Increased car parking facilities may make car travel a more attractive form of transport to access the local centre, whereas if parking was restricted, visitors may be more likely to access the centre by sustainable modes of transport. An increase in car parking may make the local centre more accessible, resulting in a need to balance the potential impacts of increased car travel with accessibility of the local centre (SA Objective 3). It is noted that the APP seeks to ensure that measures to support access by sustainable modes, including walking, will be 'a priority'.
- 6.5.9            There is a strong focus on providing additional parking areas within the neighbourhood policy, leading to uncertainty when assessing SA Objectives 10 and 13 on air quality and noise pollution respectively. Additional parking could either encourage more people to drive and cause a deterioration of air quality, or reduce congestion, improve traffic flow and air quality as well as reduce noise pollution (SA Objective 13). There is a proposal to tackle traffic congestion and as Alum Rock Road sees much congestion in the afternoon, increased parking facilities may improve air quality. This uncertain effect should be monitored.

## 6.6 Coventry Road Local Centre (Change Area 5)

### Key Opportunity for Change 5: Coventry Road Local Centre

An improved local centre will be secured with investment within the existing centre and the promotion of new development and creation of a gateway at its western end.

This will include:□

- a. New development to define the gateway at the western end of the centre.
- b. Creating a high quality business and enterprise environment in the area to the south of Coventry Road.
- c. Enhancing the provision of retail and other facilities within the centre.
- d. Addressing local accessibility and car parking issues.
- e. Improvement of the public realm and environment.
- f. Support for the extension of the Metro route through the northern edge of the centre.

- 6.6.1 The final key opportunity for change, Coventry Road Local Centre (also known as 'Small Heath') is assessed as strongly positive for SA Objectives 3, 5, 15 and 22 and positive for SA Objectives 2, 7, 8, 9, 10, 13, 16, 17, 18, 20 and 23. The remaining SA Objectives are assessed as having neutral or no effect.
- 6.6.2 There are proposals for mixed-use development, including housing on part of the former tram/bus depot and at the corner of Golden Hillock Road and Coventry Road/Dart Street. The additional housing could address shortages in the existing housing stock (SA Objective 22) through providing a range of types and tenures as well as affordable housing.
- 6.6.3 There are a number of opportunities at the western edge of the centre, which are to be developed so as to maximise the benefits of the proposed Metro route. Consideration is to be given to the positioning of stops to maximise the access benefits for the centre. This is likely to have a positive effect on the areas existing transport infrastructure (SA Objective 3).



- 6.6.4 The policy suggests improvements to the public realm and pedestrian environment, which could encourage people to walk more. Landscaping and planting enhancements will enhance pedestrian linkages to the City Centre, and contribute positively to the areas GI network (SA Objective 7). In addition, the construction of the Bordesley Chords is likely to have a positive impact on public transport and benefit the Birmingham area generally, reducing car commutes into the city centre of Birmingham. Facilitating easy and convenient sustainable modes of transport could reduce car use (SA Objective 3), reduce congestion, improve air quality and reduce emissions (SA Objective 2 and 10). There could also be a reduction in noise pollution (SA Objective 13).
- 6.6.5 The neighbourhood policy suggests enhancing the provision of retail and other facilities to create a high quality business and enterprise environment. Opportunities have been identified at a number of sites along Coventry Road. Investment in existing buildings is to be encouraged to safeguard heritage, protecting the areas built and historic environment (SA Objective 8).
- 6.6.6 The policy seeks to enhance the provision of retail and other facilities, which is likely to improve the attractiveness and vitality of the local centre and enhance local employment opportunities. This could promote social inclusion and ensure equitable access to services, facilities and opportunities (SA Objective 18). General improvements to the setting, a reduction of congestion and additional parking is likely to attract more people to the centre and support a vibrant economy (SA Objective 15).
- 6.6.7 The site adjacent to 511 Coventry Road is likely to be used for education (SA Objective 16) where it would provide additional facilities and access to education and training. Or it could be used for community uses and lead to a positive assessment for SA Objective 17.
- 6.6.8 The option is assessed as positive for SA Objective 5 on previously developed land as it seeks to redevelop the derelict premises at 670-672 Coventry Road.

- 6.6.9            There are plans to improve the environment including Small Heath Park and Sara Park, which is assessed positively against SA Objective 7 on GI. Small Heath Park has assorted habitats including grassland, woodland and a pond. The variety of habitats and the size of the park means there is a myriad of biodiversity features within Small Heath Park. The neighbourhood policy aims to improve the park and could positively impact biodiversity (SA Objective 9). There is also a proposal to complete general environmental works, which could go towards increasing biodiversity within the area.
- 6.6.10            Proposals in the AAP aim to provide increased services and improve Small Heath Park, which could facilitate opportunities to participate in diverse recreational activities and improve health (SA Objectives 20 and 23).

## 7 SA of the Neighbourhoods

### 7.1 Neighbourhoods

7.1.1 For the purposes of the AAP the area is split into six neighbourhoods to enable a number of issues and potential opportunities to be considered in more detail (see **Table 5.1**). The Bordesley Park AAP Pre-submission Report identifies a number of opportunities within each neighbourhood, which will be taken forward through the AAP. These opportunities are assessed using the methodology described in **Chapter 2**. The high level assessment can be seen in matrix format in **Table 7.1**.

**Table 7.1:** Assessment matrix of the six neighbourhoods

SA Objective		Neighbourhood					
		1	2	3	4	5	6
		Vauxhall	Washwood Heath	Bordesley Village	Bordesley Green	Small Heath (North)	Small Heath (South)
1	Natural resources	0	0	0	0	0	0
2	Energy use	+	++	+	+	+	++
3	Sustainable transport	++	+/-	++	++	+	++
4	Waste minimisation	0	0	0	0	0	0
5	Previously developed land	+	+	+	+	+	++
6	Climate change	+	0	+	0	+	+
7	Green Infrastructure	++	++	++	+	++	++
8	Historic environment	0	+/-	+	0	+/-	0
9	Biodiversity	+	+	++	+	+	++
10	Air	+/-	+	+	+	+	+
11	Water	+	+	+	0	0	0
12	Land contamination	+	+	0	++	0	0
13	Noise	+/-	+	+	+	+	+
14	Corporate social and environmental responsibility	0	0	0	0	0	0
15	Economic growth	+	+	+	++	+	++
16	Investment	0	+	0	+	+	+
17	Community influence	0	+	0	0	+	+
18	Social inclusion	0	+	+	+	+	+

SA Objective		Neighbourhood					
		1	2	3	4	5	6
		Vauxhall	Washwood Heath	Bordesley Village	Bordesley Green	Small Heath (North)	Small Heath (South)
19	Poverty and disadvantage	0	0	+	0	0	0
20	Health	0	0	0	+/-	+	+
21	Community safety	0	0	0	0	0	0
22	Affordable housing	0	+	+	+	+	0
23	Recreational activities	+	+/-	+	+/-	+	+

7.1.2 In the case of each Neighbourhood the following six sections have reproduced the text relating to 'vision' from the AAP; please see the AAP for full text relating to opportunities for each of the neighbourhoods since text reproduced below has been abbreviated. The assessment findings reflect consideration of the vision and objectives for each neighbourhood alongside the associated policies.

## 7.2 Vauxhall (Neighbourhood 1)

### Neighbourhood Vision: Vauxhall

Vauxhall has the potential to be a thriving industrial area and proposals for the growth of existing and the introduction of new businesses will be supported. This will include working with existing and potential occupiers, major business on Landor Street and also with HS2 Ltd regarding the impact of their proposals through the area. Measures will be introduced to improve access into the area and enhance the general environment including addressing the impact of car breakers and similar uses and maximising opportunities and local benefits offered by the area's canals, river and the wider green infrastructure network.

7.2.1 The options for Vauxhall are assessed as strongly positive for SA Objectives 3 and 7 and positive for SA Objectives 2, 5, 9, 11, 12, 15 and 23. The assessment is uncertain for SA Objectives 6, 10 and 13.

- 7.2.2 The assessment is strongly positive for SA Objective 3 on sustainable transport because of the proposals to improve Vauxhall, the environment and accessibility of Duddeston Rail Station, and the Birmingham and Warwick Junction Canal (the enhancement of the canal towpath, improved pedestrian access, lighting to improve safety, landscaping and opening the canal up to public view where it is crossed by roads). The development of access and setting of these sustainable methods of transportation could encourage more people to walk (SA Objective 23) and take the train.
- 7.2.3 The Vauxhall options are assessed as positive for SA Objective 7 on GI as they provide improvements to the general environment as well as specific improvements to the canal area. The canal network is an important GI feature as it provides multifunctionality between human use, and an ecological network which links separate habitats. It is also proposed to improve the general quality of the GI network across the neighbourhood, supporting the use of green walls/roofs to promote biodiversity (SA Objective 9).
- 7.2.4 The River Rea is currently classified as having 'moderate' ecological quality (Environment Agency 2015). The proposals aim to work with the Environment Agency to reduce the risks of flooding and identify opportunities for improvements to its course through the area. Where possible the River Rea and the surrounding environment will be enhanced, through the improvement of the channel bed and banks and enhancement of marginal aquatic habitat. This could improve its water quality and satisfy SA Objective 11. It is proposed that new development should be set back from the River Rea through the creation of a blue corridor.
- 7.2.5 MAGIC (Natural England, 2015) show there are no areas or populations of biodiversity importance in the neighbourhood. However improvements to the general environment in the neighbourhood and particularly the focus on improving the Birmingham and Warwick Junction Canal could aid biodiversity (SA Objective 9) as canals are noted as a habitat type of principal importance for the purpose of conserving biodiversity within the Birmingham and Black Country 2010<sup>15</sup> Biodiversity Action Plan (BAP).

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<sup>15</sup> <http://www.bbcwildlife.org.uk/sites/default/files/bbcbapfinal2010.pdf>

- 7.2.6 Focusing on expanding industry in this area is likely to improve the vitality of the local economy. Improvements to access could also support local businesses (SA Objective 15). The options include an aim to address the localised traffic congestion, which could speed up traffic and reduce the amount of emissions produced by slow moving vehicles (SA Objective 2). Currently there is much congestion due to Heavy Goods Vehicles (HGVs) along Landor Street. The option suggests a number of improvements that would enhance access to the area, in particular from the ring road at Landor Street and at Saltley Viaduct. This may reduce congestion within the neighbourhood, which could improve connectivity. However, the consolidation and expansion of industrial facilities within the area could mean further HGVs, increase in noise pollution (SA Objective 13) and a decrease in air quality (SA Objective 10).
- 7.2.7 The neighbourhood has been assessed as positive for SA Objective 12 on land contamination as Vauxhall is mainly industrial and could be contaminated. Vauxhall has experienced two significant pollution incidents, rated as category 2 incidents, which suggests the area has contamination potential. The neighbourhood policy aims to improve the general environment and so could go towards remediating the contamination.
- 7.2.8 The Vauxhall Opportunities mention the potential re-use of the locally listed, vacant, former Wagon Works building, which would conserve natural resources (SA Objective 5). In addition, the overview development principle on local character introduces initiatives to improve vacant and under-used buildings and sites, to bring them back into productive use.

- 7.2.9 The Opportunities are assessed as positive for SA Objective 6 on climate change due to the flood risk to the neighbourhood. The Environment Agency maps show there is a moderate (equivalent to a Flood Zone 2) flood warning/flood risk area covering part of the south east corner of the neighbourhood area. The flood risk area includes the EMR Recycling Facility, which is noted for potential expansion. The opportunity highlights that the potential managed growth of EMR's operations on Landor Street are to incorporate improved access arrangements and other measures to mitigate the impact of the facility on the surrounding environment. The EMR is identified as a compatible use with Flood Zone 2 in the Planning Practice Guidance<sup>16</sup>.

### 7.3 Washwood Heath (Neighbourhood 2)

#### Neighbourhood Vision: Washwood Heath

Washwood Heath has the potential to be an increasingly attractive residential neighbourhood and this will be delivered through the promotion of housing growth and relocation of non-conforming businesses. The area will be served by high quality community facilities including its parks, community buildings and schools and a vibrant local centre at Alum Rock Road. It will benefit from an improved range of employment opportunities including at Saltley Business Park and Crawford Street and enhanced accessibility through key junction improvements, and the development of new cycle routes.

- 7.3.1 The Washwood Heath neighbourhood policy is assessed as strongly positive for SA Objectives 2 and 7 and assessed as positive for SA Objectives 5, 9, 10, 11, 12, 13, 15, 16, 17, 18 and 22. The neighbourhood policy is assessed as uncertain for SA Objectives 3, 8 and 23.
- 7.3.2 The Opportunities within the Washwood Heath neighbourhood will explore methods to improve the energy efficiency of the housing stock. The promotion of housing growth within the area is highlighted, with redevelopment of the former clearance sites in the Clodeshall Road / Couchman Road area now underway (SA Objective 22).

<sup>16</sup>

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/575184/Table\\_3\\_-\\_Flood\\_risk\\_vulnerability\\_and\\_flood\\_zone\\_compatibility\\_.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/575184/Table_3_-_Flood_risk_vulnerability_and_flood_zone_compatibility_.pdf)



- 7.3.3 Transportation measures, including a review of HGV movement in the area, will be undertaken; which will aim to reduce congestion through improvements to access and increases in parking. Reductions in congestion could speed up traffic and lead to a reduction in emissions (SA Objective 2). It could also improve air quality leading to a positive assessment against SA Objective 10.
- 7.3.4 The principle source of noise pollution within the AAP area is traffic noise (Birmingham City Council 2014). A reduction in congestion could also reduce noise pollution in Washwood Heath (SA Objective 13).
- 7.3.5 The Birmingham and Warwick Junction Canal is rated as having moderate ecological quality (Environment Agency 2013). Improvements to the general neighbourhood environment could improve the quality of the water (SA Objective 11). The options also aim to enhance Adderley Park, which would benefit biodiversity (SA Objective 9) and GI (SA Objective 7). In addition, the Opportunities suggest improving the quality of the GI network across the neighbourhood.
- 7.3.6 Adderley Park is a valuable asset for the area. Improvements to Adderley Park would also provide facilities for leisure/exercise, which would encourage and enable healthy active lifestyles (SA Objective 23).
- 7.3.7 The options are assessed as positive for SA Objective 5 on previously developed land as the redevelopment of the former clearance sites in the Clodeshall Road / Couchman Road area is now underway. Further opportunities are presented on sites at Adderley Road/St Saviour's Road/George Arthur Road, and to the rear of properties on Ralph Road.
- 7.3.8 There is support for new businesses, particularly at Saltley Business Park (located just outside the AAP area) as a core employment area. The neighbourhood vision promotes its refurbishment for industrial and employment uses, which could help provide a strong and stable economy (SA Objective 15).
- 7.3.9 The enhancement of community facilities is highlighted within Washwood Heath. The enhancement of Adderley Park as a valuable asset for the area could include facilities for community use and provide opportunities for community influence (SA Objective 17). Improvements to Alum Rock Road's shopping environment could improve access to local services and facilities (SA Objective 18).

- 7.3.10 The options are assessed as positive for SA Objective 16 on investment in future prosperity as there is a focus on the enhancement of education provision within Washwood Heath. The options include a number of possibilities such as extending the site area of existing schools, and the improvement of the physical environment around individual school sites such as Parkfield School. Potential for educational uses on the former Smith and Nephew site on Alum Rock Road (just outside the AAP area) is also highlighted. Additionally, facilities for students, businesses and community users at St. Peter's College are proposed to be enhanced (SA Objective 16).
- 7.3.11 SA Objective 22 for affordable housing is assessed as positive because the options promote housing growth within the neighbourhood and encourages residential development at a number of locations. Furthermore, improvements to the residential stock and environment are supported.
- 7.3.12 The option is assessed as uncertain for SA Objective 8 on the historic environment as there are a number of listed buildings within the Washwood Heath neighbourhood including St. John's House and St. Saviour Church, which could be adversely affected by development. The policies support the enhancement of facilities at St. Peter's College, which is a Grade II listed building.
- 7.3.13 The proposals have been assessed as positive for SA Objective 12 land contamination, as Washwood Heath has experienced three significant pollution incidents (Environment Agency 2015), rated as category 2 incidents, which suggests the area has contamination potential. The neighbourhood policy aims to improve the general local environment, which could include addressing contamination issues on individual sites.
- 7.3.14 Washwood Heath is assessed as uncertain for access to recreational activities (SA Objective 23) as the future of the existing sports pitch on Cranby Street is uncertain, notwithstanding the short term use of the site as a likely plant storage location during HS2 construction. General improvements to Washwood Heath's environment, especially facilities for leisure/exercise, and more widely improving the quality of the GI network across the neighbourhood are likely to improve opportunities to participate in sporting activities. Improvements to the physical environment around individual school sites such as Parkfield School are also encouraged (SA Objective 7).
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- 7.3.15 The neighbourhood policy is assessed as uncertain for SA Objective 3, regarding sustainable transport. The proposals incorporate improved off-street parking to serve Alum Rock Local Centre. Birmingham City Council's (BCC) Annual Parking Report (2012) declares that parking policies have an influence on the level of car journeys and travel behaviour, with increased parking facilities leading to additional car journeys. The uncertain assessment against SA Objective 3 relates to the fact that any changes in car use are dependent on the behaviour of individuals. Whilst off-street parking may make car travel a more attractive option, Alum Rock Road has a number of bus stops, thus it is accessible by public transport. It will be important to consider proposals for additional car parks alongside wider-scale sustainable transportation policies.
- 7.3.16 The proposal supports better connectivity across the area through promoting sustainable transport methods. A waymarked cycle route between the City Centre and Stechford is proposed, which would minimise the need to travel by car. The cycle route would utilise quiet roads and include marked cycle lanes, shared pavements for pedestrians and cyclists, improvements to side road junctions, new and upgraded signalised crossings where routes cross main roads, and measures to reduce vehicle speeds (SA Objective 3).

## 7.4 Bordesley Village (Neighbourhood 3)

### Neighbourhood Vision: Bordesley Village

Bordesley Village is an established residential area and will benefit from improved connectivity including pedestrian and public transport routes, and links to the City Centre across the ring road. Existing ring road junctions will be improved. Additional housing development will consolidate its residential nature, whilst commercial opportunities will be promoted along key routes and at major junctions. There are opportunities for improvements to the Bordesley Village local centre and to the areas parks, open spaces and canal network.

- 7.4.1 The options for Bordesley Village are assessed as strongly positive for SA Objectives 3, 7 and 9 and positive for SA Objectives 2, 5, 6, 8, 10, 11, 13, 15, 18, 19, 22 and 23. There are no negative or uncertain assessments for any SA Objectives.

- 7.4.2 Bordesley Village options are assessed as strongly positive for SA Objective 3 on sustainable transport, as there is a strong emphasis on sustainable modes of transportation. Improved pedestrian flow from the City Centre to the Bordesley Park area is supported, through measures to improve pedestrian access across the ring road and junctions, and by upgrading the canal bridge on Coventry Road. Public transport is incorporated through the rapid transit and bus priority measures, and by providing high quality walking links from residential and commercial areas to the new Metro route. Improving pedestrian and public transport facilities could encourage more people to use these sustainable methods of transportation and reduce the use of cars. In addition the proposals include reducing levels of congestion. Speeding up traffic flows could lead to reductions in emissions (SA Objective 2), improve air quality (SA Objective 10) and reduce noise pollution (SA Objective 13).
- 7.4.3 The proposals in this neighbourhood strongly support biodiversity and the expansion of GI (SA Objectives 7 and 9). Enhancements to the GI network across the neighbourhood are supported, in particular Kingston Hill Park and Garrison Lane Park as high quality areas of public open space with improved linkages with surrounding residential communities. Environmental improvements are proposed along the canal corridor such as enhancing pedestrian access, bridges, embankments and towpaths, which will increase its recreational and wildlife value. Landscaping to improve the green frontage of the ring road and general planting enhancements to the neighbourhood gateways are also likely to protect, restore and re-create local biodiversity.
- 7.4.4 Green spaces and waterways in an urban environment provide important GI assets (SA Objective 7). Improvements to green areas, and the introduction of new green spaces in the area such as planting at gateways, and enhancements to green frontages, could go towards helping the neighbourhood adapt to climate change (SA Objective 6). Trees, and green spaces help provide a cooling effect in urban areas and improve the infiltration rates, which could reduce the risk of flooding.

- 7.4.5 The proposals to support the recreational use and wildlife assets of the canal corridor, as well as general environmental improvements to the neighbourhood could lead to an improvement in the water quality of the canals (SA Objective 11). GI features are multifunctional and can support a range of uses. The improvements to GI assets, such as the canal, could aid opportunities for recreational activities (SA Objective 23).
- 7.4.6 Measures to enhance the area as an attractive residential neighbourhood have been proposed, which is likely to improve the satisfaction of people with their neighbourhoods (SA Objective 19). Further residential development is proposed on vacant or under-used sites along the canal corridor, for example at Lower Dartmouth Street (SA Objective 5). Additional housing should include the provision of affordable housing (SA Objective 22).
- 7.4.7 New development is encouraged along the frontage of junctions and the ring road. Improvements to the permeability of the Bordesley Village local centre are suggested and could support the local economy's vitality and viability (SA Objective 15). Improving connections and permeability through the introduction of pedestrian walkways and public transport provides equitable access to opportunities throughout the neighbourhood (SA Objective 18).
- 7.4.8 The proposals were assessed as positive for SA Objective 8 on the historic environment. The locally listed canal bridge on Coventry Road was identified as potentially being upgraded. There are other historic buildings within the neighbourhood such as the Grade II listed Garrison Centre and the locally listed Sportsman Pub, these are not explicitly mentioned within the neighbourhood proposals but principle 3: Local Character refers to the general protection of historic buildings.

## 7.5 Bordesley Green (Neighbourhood 4)

### Neighbourhood Vision: Bordesley Green

The Bordesley Green neighbourhood will be the main focus for the AAP's employment and housing growth with new employment uses proposed on the Wheels site and new housing at Cherrywood Road which will be supported by the potential for enhancement of the Bordesley Green local centre. Enhanced pedestrian, vehicle and public transport movement, including Metro, will complement these transformational proposals.

- 7.5.1 Bordesley Green neighbourhood policy is assessed as strongly positive for SA Objectives 3, 12 and 15 and positive for SA Objectives 2, 5, 7, 9, 10, 13, 16, 18 and 22. They are assessed as uncertain for SA Objectives 20 and 23.
- 7.5.2 Bordesley Green is assessed as strongly positive for SA Objective 3 on sustainable transport as the proposals aim to improve public transport in the neighbourhood. The proposals support the introduction of a Rapid Transit Route along Cattell Road/Bordesley Green and plans to explore improvements to rail services, accessibility and the general environment of Adderley Park Railway Station. It is anticipated that works will be required at Cattell Road/Bordesley Green to accommodate the Metro. Improvements in public transport could lead to more people using sustainable modes of transportation. There is also a proposal to reduce congestion and improve road safety at the junction of Garrison Lane and Bordesley Green and at the junction of Bordesley Green with Bordesley Green Road/ Victoria Street. Reduced congestion and improved road safety could reduce road accidents and improve public access to services and facilities (SA Objective 20). Furthermore the Opportunities emphasise improvements to the accessibility of the canal and cycle network.
- 7.5.3 Improvements to the public transport system could encourage more people to use it. SA Objective 2, energy use, is assessed as positive. A reduction in car use is likely to lead to reduced emissions and improve the neighbourhood's air quality (SA Objective 10). Encouraging people onto public transport and out of their cars, as well as reducing congestion, could lead to improved traffic flow and a reduction in noise (SA Objective 13).
- 7.5.4 The Wheels site is categorised as contaminated land, as it is the former Adderley Park Brickworks Landfill Site. Development on the site will require remediation and consequently the proposals will reduce and mitigate land contamination issues in the AAP area, satisfying SA Objective 12 on land contamination.
- 7.5.5 Bordesley Green is assessed as strongly positive for SA Objective 15 since the transformational change at the Wheels site will create job opportunities and significantly enhance the existing restricted employment levels at the Wheels site.

- 7.5.6 Although not explicitly stated, development in the neighbourhood is likely to take place on previously developed land due to the lack of greenfield sites within the neighbourhood. Development on brownfield sites leads to a positive assessment against SA Objective 5 on previously developed land.
- 7.5.7 Improvements to the quality of the GI network across the neighbourhood are recommended, including promoting access to the canal and cycle network. This has led to the positive assessment of the proposals against SA Objectives 7 and 9.
- 7.5.8 Currently the education facilities in the neighbourhood are constrained by availability of space. The proposals explore opportunities for the Bordesley Green Girls School to extend and show investment in future prosperity (SA Objective 16). Extension of the local schools could lead to an increase in access to education facilities. In addition the support for employment facilities could lead to improvements in access to services and facilities (SA Objective 18).
- 7.5.9 There are proposals to extend the local schools where possible, which could increase educational attainment (SA Objective 20).
- 7.5.10 The proposals are assessed as uncertain against SA Objectives 20 and 23 due to the relocation of the existing activities on the Wheels site. This could reduce the diversity of recreational and sporting activities available both for those who take part in the activities and sports offered at the Wheels site and for those who enjoy spectating (SA Objective 23). This may have implications for health and wellbeing by reducing opportunities for recreation for both participants and spectators (SA Objective 20).
- 7.5.11 Residential development is proposed in the Cherrywood Road area. Additional housing could lead to the provision of more affordable housing (SA Objective 22).

## 7.6 Small Heath (North) (Neighbourhood 5)

### Neighbourhood 5: Small Heath (North)

A range of measures will be promoted to improve the environment of Small Heath (North), including reuse of vacant or underutilised sites including a number for residential purposes, enhancements to shopping and community facilities such as Green Lane local centre and a number of local schools, and management of the



impact of the football ground. These will contribute to a more attractive neighbourhood.

- 7.6.1 The Small Heath (North) neighbourhood policy is assessed as strongly positive for SA Objective 7 and positive against SA Objectives 2, 3, 5, 6, 9, 10, 13, 15, 16, 17, 18, 20, 22, and 23. There is uncertainty regarding the assessment of SA Objective 8.
- 7.6.2 Small Heath (north) is assessed as strongly positive for SA Objective 7 on GI as there are plans to enhance existing open spaces within the area and improve the quality of the GI across the neighbourhood. The Henry Barber Recreation Ground, Green Lane Playing Fields and Digby Park are all examples of GI assets. Increasing and improving the GI within Small Heath (North) is likely to increase the amount of biodiversity in the neighbourhood (SA Objective 9). GI assets are multifunctional and can offer recreational facilities as well as provide habitats.
- 7.6.3 Another benefit of GI and retaining key green areas is the role these areas play in adapting to climate change (SA Objective 6).
- 7.6.4 The proposals aim to enhance the existing open spaces and sports facilities within the neighbourhood, including the Henry Barber Recreation Ground, Green Lane Playing Fields and Digby Park, potentially providing additional areas to take part in sport and other active recreation (SA Objective 20).
- 7.6.5 It is suggested that the proposed rapid transit route along Bordesley Green will require changes to traffic management, and potentially reconfiguration of uses on the Bordesley Green frontage. The location of the rapid transport route along the top of the neighbourhood could encourage people to use more sustainable modes of transportation (SA Objective 3) due to ease and proximity. There is also an emphasis on a reduction in congestion and improving traffic flow through traffic management measures and junction improvements. Measures will also be identified to address the parking and congestion issues surrounding St Andrews Stadium on match days for local residents and businesses. Increasing the speed of traffic is likely to reduce the amount of emissions (SA Objective 2) and could improve the air quality of the neighbourhood (SA Objective 10).

- 7.6.6 The focus on reducing congestion and improving road junctions is why the assessment for SA Objective 13 is positive. Improving traffic flow and reducing the amount of vehicles diverting onto residential roads could lead to a reduction in noise pollution.
- 7.6.7 Small Heath (North) was assessed as positive for SA Objective 15 on economic growth as the options promote the enhancement of the local centres as well as the vitality of St Andrew's Retail Park. It is also stated that the City Council will work with the football club as their aspirations develop. The focus on improving employment and business sites could encourage economic growth and lead to a strong and resilient local economy.
- 7.6.8 Increases in employment opportunities and additional provision of community facilities could increase the ability for people to access services and amenities. Improvements to Green Lane local centre could improve the accessibility and range of local services, thus making the neighbourhood more attractive for residents (SA Objective 18) and could aid participation (SA Objective 23). The neighbourhood is also near to the Heartlands Hospital and provides easy access to health facilities. Locating residential development within proximity to health services improves access to health facilities (SA Objective 20).
- 7.6.9 Small Heath (North) encourages the redevelopment of vacant sites and buildings including the former Emerald Club, land in Grove Cottage Road, and land at the corner of Green Lane and Victoria Street (SA Objective 5). There is support for community facilities including education and training uses, and places of worship, to meet the needs of the local community (SA Objective 17).
- 7.6.10 Residential development is proposed on Eversley Road, Hafton Grove, Talfourd Street and Wright Street. There are also opportunities for new housing at North Warwick Street, Regency Close, Carlton Road and the former Emerald Club on Green Lane. The National Express WM site on Bordesley Green is also highlighted as suitable for residential development should the land become available. Additional housing could lead to the provision of more affordable housing (SA Objective 22).

- 7.6.11 Opportunities include the potential for extension of the sites of Wyndcliffe, Somerville, Marlborough and Small Heath Schools. New facilities and an improvement in the environment surrounding the schools could aid the achievements of children and improve the educational attainment of the residents within the neighbourhood (SA Objective 16).
- 7.6.12 There are five listed buildings within the neighbourhood: 147, 149 and 155 Green Lane, the Vicarage as well as the former Small Heath Public Library and Baths. Development and improvements to the areas surrounding these historic buildings could harm these either directly or indirectly if the design and setting of new development does not consider the historic environment. The proposals are assessed as uncertain for SA Objective 8.

## 7.7 Small Heath (South) (Neighbourhood 6)

### Neighbourhood 5: Small Heath (South)

The Small Heath (South) neighbourhood provides a mixed residential offer, shopping and community uses at Coventry Road Local Centre, a range of employment uses, and open spaces including Small Heath Park. The area benefits from access to key transport corridors and proximity to the City Centre and these will be maximised through the improvement of a range of transport facilities including SPRINT, pedestrian and cycle routes and improvements to the general environment.

- 7.7.1 The Small Heath (South) neighbourhood policy is assessed as performing strongly positive for SA Objectives 2, 3, 5, 7, 9 and 15. The proposals are assessed as positive for SA Objectives 6, 10, 13, 16, 17, 18, 20 and 23.
- 7.7.2 The Small Heath (South) options are assessed as strongly positive for SA Objective 3 as they support improvements to public transport. They aim to enhance links to the City Centre through improving bus routes as well as introducing a rapid transit (Sprint) route along the A45.
- 7.7.3 Improvements are proposed to pedestrian routes and linkages across the area, particularly across Coventry Road and across Small Heath Highway at Poets Corner to Small Heath Rail Station. Focus is placed on improved cycle and walking linkages to the River Cole linear open space and the canal. This could lead to more people using public transport and reducing car use.

- 7.7.4 Improvements to public transport and walking could lead to reductions in emissions due to a reduction in the use of cars, improvements to air quality (SA Objective 10) and also reduce the noise pollution caused by vehicles on the road (SA Objective 13). In addition there are proposals to explore the potential for Combined Heat and Power (CHP) in the area, which could also reduce emissions (SA Objective 2).
- 7.7.5 The neighbourhood policy aims to enhance Small Heath Park. The Opportunities also aim to enhance Sara Park. These, together with the protection and enhancement of green areas, has led to a strong positive assessment for SA Objective 9 on biodiversity. The Grand Union Canal and the Ackers is also identified for improvement and is a priority habitat for conserving biodiversity as identified within Section 41 of the Natural Environment and Rural Communities Act 2006 (BAP 2010).
- 7.7.6 The proposals explore the potential to improve linkages to the River Cole Linear Open Space, which is a Country Park and an excellent GI asset. The plan also aims to improve linkages to the Grand Union Canal, Small Heath Park and Sara Park, as well as pedestrian linkages across the area. Improved green and blue corridors link fragmented habitats and provide a network for biodiversity and provide a strong positive assessment for SA Objective 7 on GI.
- 7.7.7 The proposals to improve pedestrian linkages and the existing green areas within the neighbourhood such as Small Heath Park and Sara Park provide and create additional access to recreation opportunities (SA Objective 23).
- 7.7.8 Improvements to the general environment could include the planting of trees which help cooling in urban environments. Enhancements to the existing green areas of Small Heath (south) could also reduce the impact of climate change and help reduce the risk of flooding through improving infiltration rates (SA Objective 6).
- 7.7.9 The proposals aim to support the vitality and viability of the local centre of Small Heath. The focus on the opportunities for growth and regeneration as well as enhancing the centres niche role could facilitate a strong and stable local economy (SA Objective 15). This is reinforced by the support of Small Heath local centre, the Small Heath Business Park and Sapcote Trading Estate (SA Objective 17). This could increase the number of community networks.

- 7.7.10 The Small Heath (South) Opportunities aim to make the Small Heath Business Park more attractive to potential occupiers and will support the occupation of vacant units. Similarly, the adjacent Sapcote Trading Estate presents opportunities for investment and refurbishment (SA Objective 5), as well as utilising vacant sites to transform the gateway to the Small Heath local centre. Making the area more legible and attractive, as well as promoting mixed-use opportunities within the neighbourhood could have the additional benefit of easy access to facilities and amenities (SA Objective 18).
- 7.7.11 The neighbourhood is fairly close to Heartlands Hospital and residents in this area will have access to health facilities. In addition the neighbourhood includes parks and other green spaces which will be enhanced and provide access to areas where people could take part in sport or active recreation (SA Objective 20).
- 7.7.12 The requirements of the local schools are considered and supported in terms of their site area, improved facilities and the quality of the surrounding environment. Local schools include Regent's Park, Holy Trinity and Holy Family. There are potential opportunities for site expansion as well as improved facilities. The consideration of schools could lead to improved educational attainment in the neighbourhood (SA Objective 16).

## 8 Significant effects and mitigation

### 8.1 Significant effects, mitigation and uncertainty

- 8.1.1 This chapter considers those uncertain effects that have been identified during the assessment process. Where possible, mitigation has been prescribed. In cases where uncertainty prevails, to recognise the fact that some uncertainty might be positive, a series of recommendations to enhance positive assessment findings have been presented in **Chapter 9**. Monitoring recommendations are designed to help ensure that assessment findings are in fact correct (see **Chapter 10**).
- 8.1.2 The mitigation hierarchy is a sequential process that operates in the following way. Firstly, if possible, adverse effects should be avoided. Failing this, the nature of the effect should be reduced, if possible, so that it is no longer significant. If neither avoidance nor reduction is feasible, mitigation measures should be considered.
- 8.1.3 Mitigation prescriptions might include changes to policy wording, advocating design guides, offsetting or replacement of a particular resource.
- 8.1.4 In the case of this SA Report, mitigation has been supplied to help address uncertain, and therefore potentially negative, effects so that if possible no residual adverse effects remain.

### 8.2 Accessibility and transportation

- 8.2.1 SA Objectives relevant to this sustainability theme include SA Objectives 2 (reduce energy use and causes of climate change), 3 (promotion of sustainable transport), 10 (minimise air pollution), 13 (minimise noise pollution) and 18 (promote social inclusion).
- 8.2.2 The appraisal process has identified no adverse impacts against SA Objectives 2, 3, 10, 13 or 18.
- 8.2.3 Uncertainty was identified in relation to the following policies:
- SA Objective 3: Alum Rock Road Key Opportunity for Change Area, and Washwood Heath Neighbourhood

- SA Objective 10: Alum Rock Road Key Opportunity for Change Area, and Vauxhall Neighbourhood
- SA Objective 13: Alum Rock Road Key Opportunity for Change Area and Vauxhall Neighbourhood.

8.2.4 The uncertainty associated with these findings is due to the fact that the plan is relying on behavioural change for the policies to be successful in delivering benefits against the three objectives (3, 10 and 13).

8.2.5 There is also uncertainty as to the effects of introducing more parking as well as consolidating and expanding industrial facilities. BCC's Annual Parking Report (2012) declared that parking policies have an influence on the level of car journeys and travel behaviour.

8.2.6 Within the AAP there is a focus on encouraging public transport, rapid transit and walking, which will help mitigate the potential adverse impact additional parking facilities may have. In the short term the effect of off-street parking is likely to reduce congestion and improve road safety. However it should be borne in mind that introducing more accessible parking could lead to an increase in car journeys, not the reduction and modal shift promoted within Bordesley Park as a whole. It is recommended that these issues be carefully monitored to ensure that a modal shift in transportation does occur, and that the air quality, emissions and noise pollution improves. Monitoring should also focus on the extent to which sustainable methods of transportation sufficiently mitigates against the potential for easier driving.

8.2.7 In order to mitigate the possible adverse effects, proposals to limit the increase in parking provision are suggested. An increase in sustainable transport infrastructure, such as the proposed waymarked cycle route, provides opportunities for people to travel sustainably. As reducing parking facilities may not be feasible in the short term, policies in the AAP should continue to support a large-scale modal shift in transportation modes to increase the use of more sustainable methods in the long term.

### 8.3 Air quality

8.3.1 SA Objectives relevant to this sustainability theme include SA Objectives 1 (natural resources) and 10 (air pollution).



8.3.2 The appraisal process has not identified any adverse impacts of the AAP in relation to SA Objectives 1 or 10. Uncertainty was identified in the following Opportunities:

- SA Objective 10: Alum Rock Road Key Opportunity for Change Area, and Vauxhall Neighbourhood.

8.3.3 Please see **Section 8.2** for information on how to mitigate the uncertainty regarding air quality.

## 8.4 Biodiversity and geodiversity

8.4.1 SA Objectives relevant to this sustainability theme include SA Objectives 7 (multifunctional GI network) and 9 (local biodiversity).

8.4.2 The appraisal process has identified no adverse or uncertain impacts against SA Objective 9. Uncertain effects are associated with SA Objective 7 at Cherrywood Road since there are two parks within the Cherrywood Road area - Denbigh Street, which is 0.4ha and Priory Gate Way which is 0.5ha. New housing in the area will have some green areas nearby. Increasing the population of Bordesley Park will mean more people are using the existing green and open spaces. Disregarding the quality of the existing spaces, the average open space in Bordesley Park AAP per 1,000 population is 1.88ha, below the 2ha target. New housing will worsen this ratio unless new open and green space is created in the area. Denbigh Street Park could be lost to residential development in the future (see page 35 of the AAP).

## 8.5 Climate change

8.5.1 SA Objectives relevant to this sustainability theme include SA Objectives 2 (reduce energy use and causes of climate change), 3 (promotion of sustainable transport) and 6 (reduce impact of climate change).

8.5.2 The appraisal process has identified no adverse impacts against SA Objectives 2, 3 or 6.

8.5.3 Uncertainty was identified in relation to the following policies:

- SA Objective 3: Alum Rock Road Key Opportunity for Change Area and Washwood Heath Neighbourhood.

- 8.5.4                    There is uncertainty in relation to SA Objectives 3 for the reasons cited in **section 8.2.**

## **8.6                    Economic factors**

- 8.6.1                    SA Objectives relevant to this sustainability theme include SA Objectives 14 (corporate social and environmental responsibility), 15 (regeneration and economic growth), 16 (investment in future prosperity), and 18 (promote social inclusion).
- 8.6.2                    Uncertainty applies to Cherrywood Road since AAP proposals will potentially involve the relocation of existing vehicle repair, recycling and other industrial premises. Such a move could affect local jobs. Again, to mitigate this effect local jobs should ideally be relocated to locations in the neighbourhood.

## **8.7                    Health**

- 8.7.1                    SA Objectives relevant to this sustainability theme include SA Objectives 20 (improve health), 21 (community safety) and 23 (recreational activities).
- 8.7.2                    The appraisal process has not identified any adverse impacts of the AAP in relation to SA Objectives 20, 21 or 23. Uncertainty was identified in the following policies:
- SA Objective 20: Bordesley Green Neighbourhood
  - SA Objective 21: The Wheels site and Environs Key Opportunity for Change Area;
  - SA Objective 23: Washwood Heath Neighbourhood, Bordesley Green Neighbourhood, and The Wheels site and Environs Key Opportunity for Change Area.
- 8.7.3                    The uncertainty seen in SA Objectives 20, 21 and 23 is due to the potential trade-off between employment and industrial units against recreation and open space facilities. The future of the sports pitch off Cranby Street is uncertain. The proposals at the Wheels site could lead to a decrease in the availability of recreation facilities such as speed skating. Recreation facilities at the Wheels site are privately owned and a relocation study for these is currently being prepared. The Wheels site offers specialist activities, such as stock car racing, which attract spectators.

- 8.7.4 However, the change in use at these locations is anticipated to provide additional employment sites and opportunities. Improvements in the local economy, as well as reductions in unemployment and deprivation levels indirectly improve the health of residents. Nevertheless, the loss of open space and/or recreational facilities should be addressed. Where possible, additional areas of open space should be introduced. The inclusion of proposals to introduce GI within each neighbourhood proposal and the Local Character (GI) Development Principle go towards mitigating the potential loss. These policies have the additional benefit of increasing the amount of GI in the area, which has multiple benefits for Bordesley Park, as well as providing an area to take part in sport and active recreation.

## **8.8 Historic environment and townscape**

- 8.8.1 The only SA Objective relevant to this sustainability theme is SA Objective 8 (built and historic environment).
- 8.8.2 The appraisal process has not identified any adverse impacts of the AAP in relation to SA Objective 8. Uncertainty was identified in the following opportunities:
- SA Objective 8: Washwood Heath Neighbourhood and Small Heath (North) Neighbourhood.
- 8.8.3 There are numerous historic sites and buildings within the AAP area. These historic buildings could be adversely affected by unsympathetic development. It is not necessary for all listed or historic buildings and sites to be named as protection is implied by the general Local Character Development Principle. To ensure the preservation of these important features, policies could emphasise conservation of heritage assets and their settings. Development should also be designed and sited in a manner which least affects historic buildings, or ideally in a manner that enhances them and embraces civic pride.

## **8.9 Housing**

- 8.9.1 SA Objectives relevant to this sustainability theme include SA Objectives 19 (poverty and disadvantage) and 22 (affordable housing).

- 8.9.2 The appraisal process has identified uncertain impacts of the AAP on SA Objective 22 for the Wheels site and environs and Alum Rock Road Key Opportunity for Change Area. These uncertain assessments are due to the potential loss of housing to retail units and other commercial or employment uses. Although strengthening the local centre and increasing the amount of employment opportunities available in these areas is encouraged, appropriate housing should be allocated nearby within the AAP. Consultation with any existing residents who may have to relocate could ensure the best alternative is achieved.

## 8.10 Material assets

- 8.10.1 SA Objectives relevant to this sustainability theme include SA Objectives 1 (natural resources), 4 (waste minimisation) and 5 (previously developed land).
- 8.10.2 The appraisal process has not identified any adverse or uncertain impacts of the AAP in relation to SA Objectives 1, 4 or 5.

## 8.11 Population and Quality of life

- 8.11.1 SA Objectives relevant to this sustainability theme include SA Objectives 15 (regeneration and economic growth), 17 (community influence), 18 (promote social inclusion), 19 (poverty and disadvantage), 21 (community safety), 22 (affordable housing) and 23 (recreational activities).
- 8.11.2 The appraisal process has identified an uncertain impact of the AAP on SA Objective 22 for Alum Rock Road Key Opportunity for Change Area and the Wheels site and environs Key Opportunity for Change Area. See **Section 8.9** for explanation of the adverse effect. Uncertainty was also identified against the following opportunities:
- SA Objective 21: The Wheels site and Environs Key Opportunity for Change Area
  - SA Objective 23: Washwood Heath Neighbourhood, Bordesley Green Neighbourhood, and The Wheels site and Environs Key Opportunity for Change Area.

- 8.11.3            These assessments relate to uncertainty regarding the future of sport and recreation facilities, including potential relocation of the activities currently on offer at the Wheels site. Positive effects could be achieved by relocating the facilities. If facilities are relocated, they should be of equal or better quality and type.

## **8.12            Soil**

- 8.12.1            SA Objectives relevant to this sustainability theme include SA Objectives 1 (natural resources) and 12 (land contamination).
- 8.12.2            The appraisal process has not identified any adverse or uncertain impacts of the AAP in relation to SA Objectives 1 or 12.

## **8.13            Water**

- 8.13.1            SA Objectives relevant to this sustainability theme include SA Objectives 1 (natural resources) and 11 (water pollution).
- 8.13.2            The appraisal process has not identified any adverse or uncertain impacts of the AAP in relation to SA Objectives 1 or 11.

## **8.14            Post-mitigation matrices**

- 8.14.1            The following tables present matrices of sustainability of each key opportunity for change areas and neighbourhood policies if the mitigation measures suggested in **sections 8.2 to 8.13** were applied.
- 8.14.2            There is no post-mitigation matrix for the development principles, as only one potential negative effect was identified: loss of potential employment premises. Mitigation for this is provided at **paragraph 8.6.3**. If this mitigation can be delivered, the effect on local businesses would be neutral since no loss of jobs or job locations will have taken place.

**Table 8.1:** Post-mitigation assessment matrix of key opportunities for change areas

SA Objective		Key Opportunity for Change Areas				
		1	2	3	4	5
		Wheels	Cherry-wood	Adderley	Alum Rock	Coventry Rd
1	Natural resources	0	0	0	0	0
2	Energy use	+	+	0	0	+
3	Sustainable transport	+	+	++	+	++
4	Waste minimisation	0	0	0	0	0
5	Previously developed land	+	+	+	++	++
6	Climate change	0	0	0	0	0
7	Green Infrastructure	+	+	+	0	+
8	Historic environment	+	+	+	+	+
9	Biodiversity	0	0	+	0	+
10	Air	+	+	+	+	+
11	Water	0	0	0	0	0
12	Land contamination	++	+	0	0	0
13	Noise	+	+	+	+	+
14	Corporate social and environmental responsibility	0	0	0	0	0
15	Economic growth	++	+	+	++	++
16	Investment	++	+	++	+	+
17	Community influence	+	+	+	0	+
18	Social inclusion	+	+	+	+	+
19	Poverty and disadvantage	+	+	+	0	0
20	Health	+	+	++	0	+
21	Community safety	+	0	0	0	0
22	Affordable housing	0	++	+	0	++
23	Recreational activities	+	+	+	0	+

**Table 8.2:** Post-mitigation assessment matrix of the six neighbourhoods

SA Objective		Neighbourhood					
		1	2	3	4	5	6
		Vauxhall	Washwood Heath	Bordesley Village	Bordesley Green	Small Heath (North)	Small Heath (South)
1	Natural resources	0	0	0	0	0	0
2	Energy use	+	++	+	+	+	++
3	Sustainable transport	++	+	++	++	+	++
4	Waste minimisation	0	0	0	0	0	0
5	Previously developed land	+	+	+	+	+	++
6	Climate change	0	0	+	0	+	+
7	Green Infrastructure	++	++	++	+	++	++
8	Historic environment	0	+	+	0	+	0
9	Biodiversity	+	+	++	+	+	++
10	Air	+	+	+	+	+	+
11	Water	+	+	+	0	0	0
12	Land contamination	+	+	0	++	0	0
13	Noise	+	+	+	+	+	+
14	Corporate social and environmental responsibility	0	0	0	0	0	0
15	Economic growth	+	+	+	++	+	++
16	Investment	0	+	0	+	+	+
17	Community influence	0	+	0	0	+	+
18	Social inclusion	0	+	+	+	+	+
19	Poverty and disadvantage	0	0	+	0	0	0
20	Health	0	0	0	+	+	+
21	Community safety	0	0	0	0	0	0
22	Affordable housing	0	+	+	+	+	0
23	Recreational activities	+	+	+	+	+	+



## 9 Recommendations to enhance sustainability performance

### 9.1 Introduction

9.1.1 This chapter provides recommendations for maximising the sustainability opportunities presented in the AAP. This will enable the sustainability performance of the AAP to be maximised.

### 9.2 Recommendations for enhancement

9.2.1 The SA has suggested measures to prevent, reduce or offset significant adverse effects of implementing the AAP throughout **Chapter 8**. These measures are collectively referred to as 'mitigation measures'. To improve the sustainability potential of the AAP, these mitigation measures should be implemented.

9.2.2 The following additional measures, if adopted, would further enhance the sustainability performance of the plan:

- Place stronger emphasis on the protection of the historic buildings and emphasise the role of good design in enhancing the historic environment;
- Ensure that development takes place on previously developed land where possible in accordance with the National Planning Policy Framework and local development plan;
- The principle of no net loss of biodiversity should be upheld; and
- The Grand Union canal is currently classified as of 'moderate' ecological quality, which could be improved by remediation and general environmental improvements in the area. Care should be taken to improve the water quality of all watercourses in the AAP area. This could be done through a reduction in pollution, Sustainable Drainage Systems (SuDS) and general environmental improvements.

## 10 Monitoring

### 10.1 Monitoring proposals

10.1.1 The SEA Directive states that 'member states shall monitor the significant environmental effects of the implementation of plans and programmes...in order, inter alia, to identify at an early stage unforeseen adverse effects, and to be able to undertake appropriate remedial action' (Article 10.1). In addition, the Environmental Report (or SA Report) should provide information on a 'description of the measures envisaged concerning monitoring' (Annex I (i)).

10.1.2 The monitoring requirements typically associated with the SA process are recognised as placing heavy demands on authorities with SA responsibilities. For this reason, the proposed monitoring framework should focus on those aspects of the environment that are likely to be negatively impacted upon, where the impact is uncertain or where particular opportunities for improvement might arise. The areas specified for monitoring include:

- Housing including the amount of affordable housing built versus the amount needed;
- The effect of parking changes on improving ease and accessibility of driving, and its consequence on the number of car users;
- Flood risk;
- The behavioural response of residents to ensure a modal shift in transportation methods;
- The water quality of local water bodies;
- The design of new development; and
- The impact of housing proposals on the local economy.

10.1.3 Monitoring is particularly useful in answering the following questions:

- Were the assessment's predictions of sustainability effects accurate?
- Is the AAP contributing to the achievement of desired sustainability objectives?
- Are mitigation measures performing as well as expected?
- Are there any unforeseen adverse effects? Are these within acceptable limits, or is remedial action required?

- 10.1.4 The purpose of monitoring is to measure the environmental effects of a plan, as well as to measure success against the plan's objectives. It is therefore beneficial if the monitoring strategy builds on monitoring systems that are already in place. To this end, many of the indicators of progress chosen for the SA require data that is already being routinely collected at a local level by BCC and their partner organisations. It should also be noted that monitoring could provide useful information for future plans and programmes.

## **10.2 Links with the Annual Monitoring Report**

- 10.2.1 The SA guidance suggests that SA monitoring and reporting activities can be integrated into the regular planning cycle. As part of the monitoring process for their Local Plan, Birmingham City Council will be required to prepare Annual Monitoring Reports. It is anticipated that elements of the SA monitoring programme for the AAP could be incorporated into these processes.
- 10.2.2 The monitoring programme is, at this stage, preliminary and may evolve over time based on the results of consultation and the identification of additional data sources (as in some cases information will be provided by outside bodies). The monitoring of individual schemes/proposals should also be addressed at project level.
- 10.2.3 Consultees are invited to suggest any further indicators, or propose amendments to this monitoring programme.

# 11 Conclusions & next steps

## 11.1 Conclusions

11.1.1 This SA report has appraised the Bordesley Park AAP Pre-Submission Report (January, 2017).

11.1.2 Having appraised all 15 policies in the plan, the process has identified several positive and negative effects. Through applying a suite of mitigation measures, it is possible to overcome significant residual adverse effects. These measures have been presented in **Chapter 8**. Recommendations for dealing with uncertainty in the assessment process are presented in **Chapter 8** and **9**.

## 11.2 Next steps

11.2.1 The next stage of the SA process, following adoption of the plan, is to produce a 'statement', which will be made available to accompany the plan. SEA Regulations 16.3c)(iii) and 16.4 require this to be produced as soon as possible after the adoption of the plan or programme. The purpose of the SA Statement is to outline how the SA process has influenced and informed the development of the Local Plan (Allocations) and demonstrate how consultation on the SA has been taken into account.

11.2.2 As the regulations outline, the statement should contain the following information:

- The reasons for choosing the preferred strategy in the light of other reasonable alternatives dealt with;
- How environmental considerations have been integrated into the AAP;
- How consultation responses have been taken into account; and
- Measures that are to be taken to monitor the significant environmental effects of the AAP.

11.2.3 To meet these requirements, following an Independent Examination, a Post Adoption Statement will be published with the adopted version of the AAP.

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## Appendix A: Updates to Scoping

### A1 Summary

A1.1 This appendix includes updates to the Bordesley Park AAP Sustainability Appraisal Scoping Report, October 2009. This includes relevant changes to the baseline; plan, policy or programme; and any key issues. These updates will assist Birmingham City Council in the development and appraisal of the AAP and enable performance of policies to be monitored against the updated baseline conditions.

**Table A.1:** Summary of PPP review

Type	Plan, policy or programme
<b>International</b>	
Update: 2006/12/EC	EU (2008) Directive on Waste (2008/98/EC, Waste Framework Directive)
Update: 2001/77/EC	EU (2009) Directive on the promotion of the use of energy from renewable sources and amending and subsequently repealing Directives 2001/77/EC and 2003/30/EC (2009/28/EC)
Additional	EU (2006) Directive on the protection of groundwater against pollution and deterioration (2006/118/EC)
Additional	EU (2011) The EU Biodiversity Strategy to 2020
Update: 96/43/EEC	EU (2008) Directive on ambient air quality and cleaner air for Europe (2008/50/EC)
Additional	EU (2009) Directive on the conservation of wild birds (2009/147/EC, Birds Directive)
<b>National</b>	
Update: Defra (2007) Waste	Defra (2013) Waste Management Plan for England
Update: CLG (2006) Cities	CLG (2011) Updating the evidence base on English cities: Final Report
Update: PPS'	CLG (2012) National Planning Policy Framework
Update: PPG's	CLG (2012) National Planning Policy Guidance

Additional	SS for Health (2010) Healthy Lives, Healthy People: Our Strategy for public health in England
Additional	Sustainable Communities Act 2007 (Amended 2010)
Additional	Public Health England (2014) The National Conversation on Health Inequalities
Additional	Social Mobility & Child Poverty Commission (2014) State of the Nation 2014: Social Mobility and Child Poverty in Great Britain
Additional	DfWP, DfES, The Rt Hon Iain Duncan Smith MP and DWP social justice team (2014) Helping to reduce poverty and improve social justice
Update: Defra (2002) Biodiversity	Defra (2011) Biodiversity 2020: A strategy for England's wildlife and ecosystem services
Additional	Water Act 2014
Update: Environment Agency (2001) Water resources	Defra (2008) Future Water: The Government's water strategy for England
Additional	Defra (2012) UK Climate Change Risk Assessment (CCRA)
Additional	Defra (2013) The National Adaptation Programme: Making the country resilient to a changing climate
Update: Environment Agency (2008) water	Environment Agency (2013) Groundwater Protection: Principles and Practice (GP3)
Additional	DECC (2014) Digest of UK energy statistics (DUKES) 2014
Out of date (not updated)	DfES (2002) Education and Skills: Delivering Results, A Strategy to 2006
<b>Regional</b>	
Additional	Sustainability West Midlands (2008) Sustainable Housing Action Programme 2007-08: West Midlands Low Carbon Housing Market Framework
Update: 7 Authorities of the West Midlands Metropolitan Area (2006) Transport	Centro (2011) West Midlands Local Transport Plan 2011-2026
Additional	Giving it our All: The West Midlands Region (2012) Prepare for 2012: Priorities for the West Midlands Region
Additional	Sustainability West Midlands (2012) A review of progress towards an environmentally sustainable and socially just West Midlands
Additional	Institution of Civil Engineers (ICE) (2014) The State of the Nation, Infrastructure 2014: West Midlands

Additional	The Work Foundation (2009) Supporting Sustainable Economic Growth in the West Midlands
Additional	Dudley Metropolitan Borough Council, Sandwell Metropolitan Borough Council, Walsall Council, Wolverhampton City Council (2011) Black Country Core Strategy
Additional	Severn Trent Water (2014) Final Water Resources Management Plan 2014
Additional	Solihull CCG (2014) Draft Five Year Strategic Plan: Birmingham, Solihull and Sandwell (health and social care economies) 2014/15 – 2018/19
Update: Environment Agency (2008) Humber	Environment Agency (2009) Water for Life and Livelihoods: River Basin Management Plan Humber River Basin District
Update: Environment Agency (2009) Tame	Environment Agency (2011) River Tame Flood Risk Management Strategy
Out of date (not updated)	Regional Assemblies (RA) were abolished between 2008 and 2010. Whilst some documents produced by RA's may still be relevant, they no longer have legal standing.
<b>Local</b>	
Additional	Lepus Consulting (2017) Bordesley Park AAP Habitats Regulation Assessment
Additional	Birmingham Community Safety Partnership Annual Report 2012-13
Update: Birmingham City Council (2006) air	Birmingham City Council (2011) Air Quality Action Plan
Update: Birmingham City Council (2006) waste	Birmingham City Council (2012) Refresh of the Municipal Waste Management Strategy
Update: Birmingham City Council (2005) housing	Birmingham City Council (2010) Housing Plan 2008+ review
	Birmingham City Council (date not available) Housing Development Plan
Additional	Birmingham City Council (2011) Supporting People Strategy – A Strategy For Housing Related Support 2011+
Additional	Birmingham City Council (2013) Planning Birmingham's Future & Budget Consultation 2014-15
Additional	NHS Birmingham CrossCity Clinical Commissioning Group (2012) Integrated Plan 2012-2015
Update: Birmingham City Council (2000) transport	Birmingham City Council (2011) Local Transport Plan 2011-2026

Additional	Birmingham City Council (2012) Birmingham Low Carbon Transport Study
Additional	CH2MHILL (2014) Birmingham Eastern Fringe Rail Study
Additional	Birmingham Connected White Paper 13 November 2014
Update: Birmingham City Council/Birmingham Strategic Partnership (2007) climate change	Birmingham City Council (2010) Climate Change Action Plan 2010+
Update: Ludi Simpson (2007) population	Birmingham City Council (2010) Population Based Projections
	Birmingham City Council (2011) Ethnicity in Birmingham
Update: Professor Michael Parkinson CBE (2007) masterplan	Birmingham City Council (2011) Big City Plan
Update: Birmingham City Council (2005) UDP	Birmingham City Council (2014) Birmingham Development Plan (not yet adopted)
Update: Birmingham City Council (2001) Eastside	Birmingham City Council (2011) Eastside Masterplan
Additional	Birmingham City Council (2011) Playing Pitch Strategy
Update: Birmingham City Council (2006) lighting	Birmingham City Council (2008) Lighting Places – A lighting strategy for the city centre and local centres of Birmingham
Update: Birmingham City Council (1992) housing	Birmingham City Council (2001) Affordable Housing SPG (threshold amended in 2006)
Additional	Greater Birmingham & Solihull Local Enterprise Partnership Annual Report 2013-14
Additional	Lepus Consulting (2012) Green Infrastructure Study
Update: Birmingham and the Black Country BAP Steering Group (2000)	Birmingham and Black Country Biodiversity Partnership (2010) Birmingham and the Black Country Biodiversity Action Plan
Additional	Birmingham City Council (2013) Strategy for the Conservation and Enjoyment of Birmingham's Historic Environment
Additional	Birmingham City Council (2010) Waste Capacity Study and 2010 update addendum
Additional	Birmingham City Council (2013) Carbon Plan Analysis

Additional	Birmingham City Council (2013) Report on Birmingham's carbon dioxide (CO <sub>2</sub> ) emissions reduction target baseline
Additional	Birmingham City Council (2013) Report on the impact of national policy and programmes on Birmingham's carbon dioxide (CO <sub>2</sub> ) emissions to 2027
Additional	Birmingham City Council (2013) Green Living Spaces Plan
Additional	The Planning Inspectorate 11 March 2016 Report on the Examination of the Birmingham Development Plan and Appendix of Main Modifications
Additional	Birmingham City Council (July 2015) Birmingham Curzon HS2 Masterplan for Growth
Additional	GBSLEP (July 2015) The Midland HS2 Growth Strategy: Accelerating the UK's Engine for Growth
Out of date (not updated)	Birmingham City Council (2007): Religion and Belief Equality Scheme 2007–2010 Lesbian, Gay and Bi-sexual People Equality Scheme 2007–2010 Race Equality Scheme 2007-2010 Birmingham City Council (2000) Sustainability Strategy and Action Plan 2000-2005k

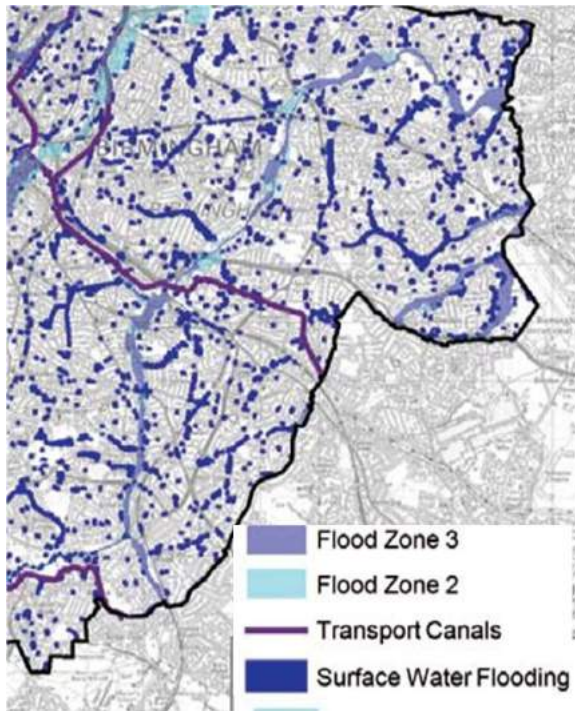
## A2 Key sustainability issues – baseline update

### Resource Use

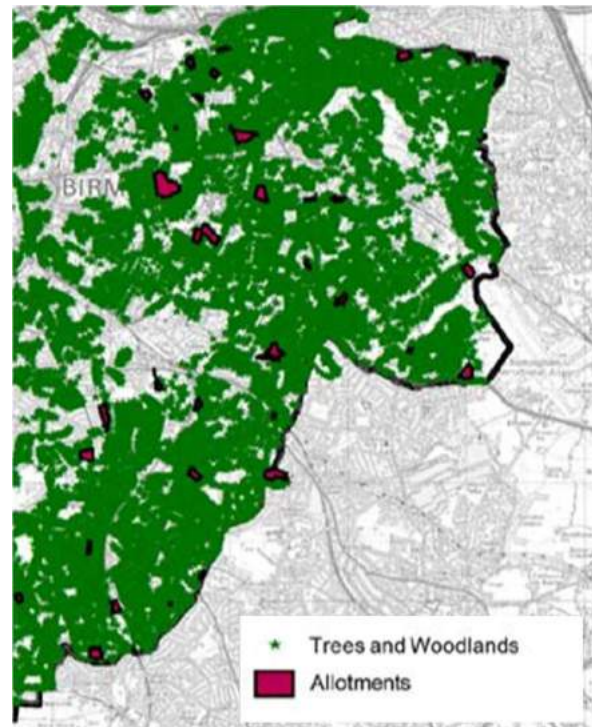
- A2.1 Severn Trent has now published the Final Water Resources Management Plan (WRMP) (2014). This document identified 15 water resource zones (WRZs), with Birmingham falling within the Strategic Grid Zone. The WRMP states “the Strategic Grid Zone is likely to require significant future investment because of the need to reduce environmentally unsustainable abstractions and to meet the longer term challenge of future climate change impacts”.
- A2.2 Abstraction license reductions are expected to reduce deployable output to the Strategic Grid Zone by 40Ml/d. The strategy set out in the WRMP, including reducing leakage and reducing demand, is likely to continue meeting water demand in the area. The WRMP also sets out a range of potential additional water resources in the Strategic Grid Zone, including a possible Aquifer Storage and Recovery scheme at Whitacre treatment works.

### Sustainable Design, Construction and Maintenance

- A2.3 A Combined Heat and Power (CHP) network is planned for the Eastside area and is in the first phase of construction. The CHP scheme is expected to expand to other parts of the city in the future.
- A2.4 The Green Living Spaces Plan (Birmingham City Council, 2013), promotes incorporation of green walls and roofs into the urban environment as well as improving green and blue infrastructure in the city. This document demonstrates that the Bordesley Park area is within the highest area or urban heat island intensity in Birmingham, being an estimated 4.35°C above average during heatwaves. This document also identifies; areas of surface water flooding in the plan (**Figure A.1**), areas of trees and allotments (**Figure A.2**), important areas for nature (**Figure A.3**) and blue and green infrastructure (**Figure A.4**).

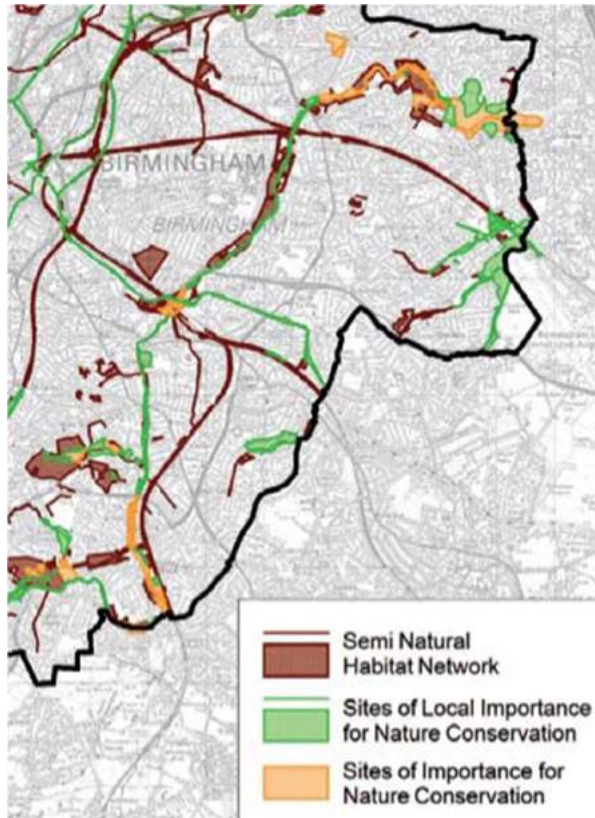


**Figure A.1:** Flooding in the east of Birmingham

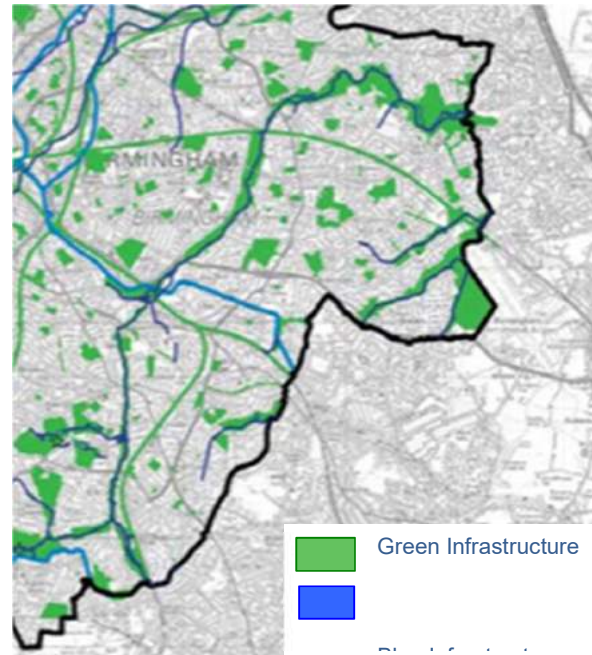


**Figure A.2:** Trees and allotments in the east of Birmingham





**Figure A.3:** Important areas for nature in the east of Birmingham



**Figure A.4:** Blue and green infrastructure in the east of Birmingham

- A2.5 The West Midlands Low Carbon Housing Market Framework (2008) states that the average home in the West Midlands has a SAP rating for its buildings fabric of 48.8, which is considered to be a fairly low level of energy efficiency. This may be due to the fact that about 60% of the region's housing stock is older than fuel and power regulations for buildings.

#### Energy Use, Efficiency and Renewables

- A2.6 Birmingham imports about 22,800 GWhr of energy each year, more than Manchester, Leeds, Sheffield, Liverpool and Edinburgh. Whilst Birmingham releases less CO<sub>2</sub> per capita than the cities previously mentioned, it still produces more than the global 'fair share'. The largest proportion of Birmingham's energy consumption is natural gas for domestic uses (30.6%), followed by petroleum products for road transport (24.5%) and natural gas for commercial and industry uses (17.91%) (Birmingham City Council Climate Change Action Plan 2010+).

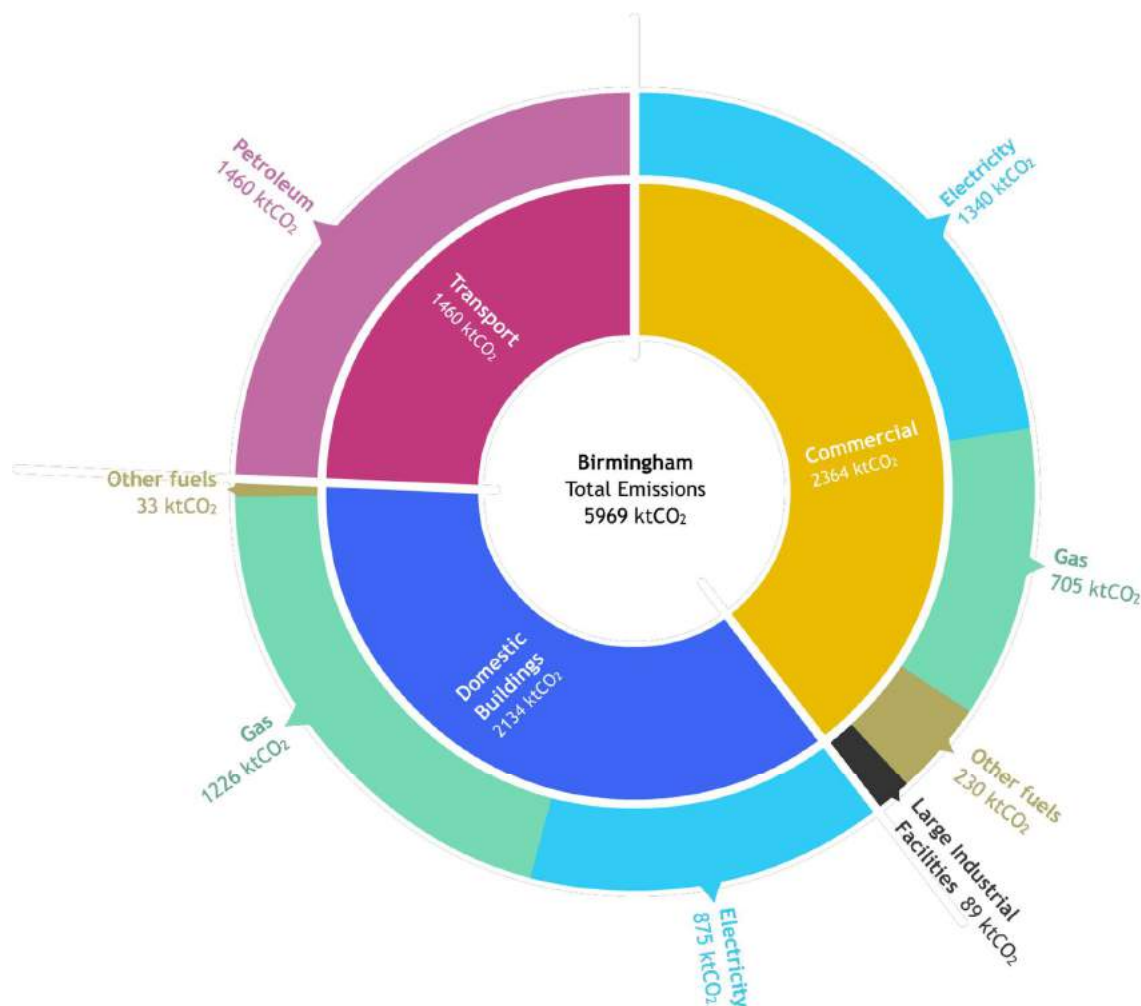


- A2.7 In 2013, domestic energy use in Birmingham was 7,066.52 GigaWatt hours, which is over 2,000 GigaWatt hours less than in 2005. Non-domestic energy use was 6,005.11 GigaWatt hours in 2013.
- A2.8 In 2010, Birmingham had reduced its CO<sub>2</sub> emissions by 10.05% from a baseline year of 2005 (Birmingham City Council 2013, Report on Birmingham's carbon dioxide (CO<sub>2</sub>) emissions reduction target baseline).
- A2.9 Renewable energy sources generated 17.8% of the UK's energy in quarter 3 of 2014. This represents an increase from both 2013 and quarter 1 of 2014, which is likely to be due to an increase in renewable energy generation capacity, including additional facilities<sup>17</sup>.
- A2.10 **Figure A.5** demonstrates carbon emissions for Birmingham by end use and fuel for 2010.

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<sup>17</sup> DECC (2014) Digest of UK energy statistics (DUKES) 2014

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**Figure A.5:** Emissions for Birmingham, by end use and fuel, 2010.  
 Taken from Birmingham City Council (2013) Birmingham Carbon Plan  
 Analysis: An illustrative look at future emissions in Birmingham

## Sustainable Transport

### Car ownership and travel to work

- A2.11 In 2011, 64% households in Birmingham owned a car and there were 3.9 % more cars and vans per person than 2001<sup>18</sup>. Between 2001 and 2011, Birmingham was one of the top ten local authorities with the largest decrease in workers commuting by bus/coach, with small increases in those driving and those walking and cycling to work. The number of drivers and car owners in Birmingham has increased from 2001, whilst the number of passengers has declined, leading to a higher number of cars on the road<sup>19</sup>.

### Road network and Congestion

- A2.12 The average morning peak travel time speeds in Bordesley Park are generally 10 to 20 miles per hour, but the evening peak introduces more slow-moving areas, particularly along and around Coventry Road and Alum Rock Road. Washwood Heath Road, Bordesley, Bordesley Green Road and were also found to have average speeds of less than 10mph and the Coventry Road / Wordsworth Road junction was identified as a top 20 delay hotspot<sup>20</sup>.

- A2.13 The Birmingham Mobility Action Plan White Paper (2014) states that upgrades to the Ring Road will be completed in 2015/16, as well as piloting 20mph streets across the city.

### Bus

- A2.14 **Table A.2** shows bus services that stop in, or adjacent to the AAP area. High frequency services are those that stop 4 times per hour or more, moderate frequency stop less that four times per hour but more than once an hour and low frequency services stop once an hour or less.

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<sup>18</sup> RAC Foundation (2012) Car Ownership Rates per local authority in England and Wales

<sup>19</sup> ONS (2013) 2011 Census Analysis – Method of Travel to Work in England and Wales Report

<sup>20</sup> Birmingham City Council (2014) Congestion Review

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**Table A.2:** Bus service frequencies in and around the plan area

Service	Route	Frequency
8C	Saltley – Small Heath – Five Ways – Jewellery Quarter – Hockley – Aston Cross [Inner circle clockwise]	High
8A	Saltley – Aston Cross – Hockley – Jewellery Quarter – Five Ways – Small Heath [Inner circle anticlockwise]	High
14	Birmingham – Duddeston – Saltley – Alum Rock – Kitts Green – Marston Green – Chelmsley Wood	High
53	Erdington to Smiths Wood via Saltley and Heartlands Hospital	Moderate
97	Birmingham – Bordesley Green – The Mackadown – Chelmsley Wood – Pine Sqaure	High
97A	Birmingham – Bordesley Green – The Mackadown – Chelmsley Wood – Airport / NEC	High
28a	Small Heath (Heartlands Hospital) – Bordesley Green – Fox and Goose – Erdington – Great Barr (Scott Arms)	Moderate
58	Birmingham – Small Heath – Yardley, Swan – Lyndon – Solihull	High
59	Birmingham – Yardley, Swan – Yardley, Yew Tree – Lea Hall – Kingshurst	Moderate
59A	Birmingham Business Park – Chelmsley Wood – Kitts Green – Yardley, Swan – Birmingham	Low
59S	To Sheldon Heath School	School bus
60	Birmingham – Small Heath – Yardley, Swan – Sheldon, Wheatsheaf – Cranes Park	High
876	To Blossomfield Schools	School bus
900A	Birmingham – Birmingham International Airport – Internationals Station / NEC – Coventry	High
17	Birmingham – Hob Moor Road – Garretts Green – The Radleys – Tile Cross	High
73	Birmingham – Heartlands Hospital – Yardley, Yew Tree – Sheldon, Wheatsheaf – Solihull	Moderate

AH5	Solihull – Hall Green – Yardley – Stechford – Alum Rock – King Edward VI Aston School – King Edward VI Handsworth School	School bus
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### Rail

A2.15 The Birmingham Eastern Fringe Rail Study (2014) established that it is technically possible to re-open the Sutton Park line for passenger services provided provision of new stations, improved junction capacity and confirmation of a local terminal in the city centre were completed.

A2.16 The Birmingham Mobility Action Plan White Paper (2014) and the New Street: New Start website<sup>21</sup> claim that updates to Birmingham New Street Station will be completed in 2015, including a brighter and more attractive station, 36 new escalators and 15 new lifts. The proposed High Speed rail link (HS2) will provide further opportunities to build on this success and enhance the City's connectivity and improve rail capacity.

### Rapid Transit

A2.17 The first Sprint bus rapid transit route is due to open in Autumn 2016, running from Birmingham to Quinton but due to expand into a network across the West Midlands<sup>22</sup>. In 2013, Centro produced a paper entitled Towards A World Class Integrated Transport Network, which set out plans for a rapid transit route passing through the plan area via Bordesley Green and improvements to services to and from Adderley Park rail station.

A2.18 Transport for West Midlands (formerly Centro) is planning on expanding the Midland Metro network into the centre of Birmingham and the extension from Snow Hill to New Street Station has opened. Centro have secured funding for extensions of the network into Birmingham Eastside to link with HS2, passing close to the boundary of the plan area.

### Pedestrian and cycle routes

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<sup>21</sup> <http://www.newstreetnewstart.co.uk/about-the-development.aspx>

<sup>22</sup> Centro (2015) Sprint, available at: <http://centro.org.uk/transport/sprint/sprint-network-vision/>, accessed 28/04/2015

- A2.19 The Birmingham Mobility Action Plan White Paper (2014) promises a 'revolution' in the cycle and pedestrian network for Birmingham by 2016, including improved cycle routes and bike storage. Details of planned improvements to the cycle network are set out via the Birmingham Cycle Revolution<sup>23</sup>.

Recorded accidents resulting in injury

- A2.20 New statistics on road accidents following the 2011 census are not available.
- A2.21 Levenes cycle injury law firm record accidents involving cyclists on an interactive map. The latest data, from 2013, suggests that within the plan area, the B4145 and around Bordesley Circus are cycling accident hotspots along with the A45 and Bordesley Green, just outside of the plan area.
- A2.22 The Birmingham Road Safety Partnership run a range of campaigns to try and increase road safety across Birmingham, for drivers as well as cyclists and pedestrians<sup>24</sup>.

**Reducing the Need to Travel**

- A2.23 The 2011 census follows the previous trend that more people work in Birmingham than the working population that lives there, although there was a fall in the proportion of workday population to usual residents.

**Waste Disposal and Reduction**

- A2.24 From 2004/5 to 2010/11 the percentage of household waste sent for reuse, recycling and composting in Birmingham rose from 15% to approximately 31%. Total household waste has been reduced from a peak of 480,000 tonnes per annum in 2006/7 to 420,000 tonnes per annum in 2010/11<sup>25</sup>.

**Efficient Use of Land**

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<sup>23</sup> Birmingham City Council (date not available) Birmingham Cycle Revolution, available at: <http://www.birmingham.gov.uk/birminghamcyclerevolution>, accessed 28/04/15

<sup>24</sup> Birmingham Road Safety Partnership (2010) available at: <http://www.brsp.org.uk>, accessed 28/04/2015

<sup>25</sup> Birmingham City Council (2012) Municipal Waste Review

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- A2.25 The Summary of Development in Birmingham 2012 – 2013, produced by Birmingham City Council (date not available) states that as of April 2013, most of the city's supply of sites for development consisted of brownfield land. In 2012-2013 94% of new homes were built on previously developed land. This report notes that further development on brownfield sites is constrained as there are few remaining brownfield sites available for development. Due to the urban nature of the AAP area, site allocations in the AAP are likely to be on brownfield land.

### **Responding to climate change**

- A2.26 The Birmingham Low Carbon Transport Strategy 2011+ aims to reduce CO<sub>2</sub> emissions per person by 60% from 1990 levels by 2026. Road transport is responsible for about a quarter of CO<sub>2</sub> emissions in Birmingham. The Birmingham Low Carbon Transport Strategy aims to achieve this by influencing behavioural changes, promoting efficient transport networks, investing in low emission vehicles and technologies and considering how the Council's transport and planning services can be delivered in a more sustainable way.
- A2.27 Wyndcliffe Primary School, which lies within the plan area, purchased new cycle lockers and shelters as well as holding cycling training in order to encourage cycling to school as part of their School Travel Plan<sup>26</sup>.
- A2.28 In 2009, electricity use was responsible for 37% of Birmingham's carbon emissions. Current electricity-generated emissions accounted for 2214 KtCO<sub>2</sub> in Birmingham, a reduction by about 500 KtCO<sub>2</sub> from 2005. With increased efficiency of lighting and appliances and decarbonisation of the national grid, it is estimated that Birmingham's carbon emissions could fall to 720 KtCO<sub>2</sub> by 2026<sup>27</sup>.
- A2.29 Evidence for climate change projections and implications of climate change remain unchanged, as these can still be drawn from UKCP09.

### **Sense of Place**

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<sup>26</sup> Birmingham City Council (date not available) School Travel Plans – case studies, available from: <http://www.birmingham.gov.uk/cs/Satellite?c=Page&childpagename=SystemAdmin%2FCFPPageLayout&cid=1223092719870&packedargs=website%3D4&pagename=BCC%2FCommon%2FWrapper%2FCFWrapper&rendermode=live>, accessed 28/04/2015

<sup>27</sup> Birmingham City Council (date not available) Birmingham Carbon Plan Analysis

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- A2.30 The 2015 Leader's Policy Statement sets out the economic opportunities that the city is experiencing and acknowledges that there are remaining difficult social problems and major funding challenges to local public services. It recognises that people's homes and neighbourhoods are at the heart of their lives in the city. The statement sets out a number of priorities including achieving better housing, better living standards and better investment and regeneration. A number of outcomes are set out that amplify the vision and goals set out in the Council Business Plan and Budget 2016+ including the promotion of a fair, prosperous and democratic city.
- A2.31 The commitments to improving the environment for all residents is encapsulated within the common strategic outcomes in the Sustainable Community Strategy, Local Area Agreement, Big City Plan and the Council Plan. These are:
- Stay safe in a clean, green city;
  - Be healthy;
  - Enjoy a high quality of life; and
  - Make a contribution
- A2.32 Improvements to the environment will remain a priority, with formal parks, public open spaces, the Black Country Urban Forest, gardens and water bodies, all adding to the living landscape matrix<sup>28</sup>. All of these features help to "soften" the urban fabric.
- A2.33 The Birmingham 2026 sustainable community strategy<sup>29</sup> has not been updated since the 2008 version.

#### **Built and Historic Environment**

- A2.34 Accessible historic databases show that there has been no change in regard to Bordesley's built and historic environment.

#### **Natural Landscape and Biodiversity**

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<sup>28</sup> Birmingham and the Black Country (2010) Biodiversity Action Plan

<sup>29</sup> Birmingham City Council (2008) Birmingham Sustainable Community Strategy

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- A2.35 Birmingham and the Black Country's biodiversity is a critical component of high quality of life and contributes significantly to the quality of the environment within the conurbation. Birmingham's Biodiversity Action Plan (2010) states that Bordesley Park is within a low biodiversity impact zone. Additional to the two previously identified Designated Nature Conservation Sites within the AAP is a further Site of Local Importance for Nature Conservation: The Vauxhall and Birmingham Canal.
- A2.36 No further changes have been identified for the landscape and biodiversity significance of the Bordesley Park AAP.

### **Air Quality**

- A2.37 Impacts on air quality can be caused by various development activities or associated development outcomes. The primary impact, as previously identified, is through increased car use and commuting which may be further enhanced due to visitor pressures. There are a variety of air pollutants that can have adverse effects upon the environment. These pollutants include: Nitrous oxides (NO<sub>x</sub>), Ammonia (NH<sub>x</sub>), Sulphur dioxide (SO<sub>2</sub>), Low-level ozone (O<sub>3</sub>), and Dust. In combination effects should also be addressed, particularly where vulnerable ecological features are present<sup>30</sup>.
- A2.38 The City of Birmingham remains an AQMA (as designated in January 2003) for nitrogen dioxide, in accordance with the requirements of Part IV of the Environment Act 1995. This was extended to include particulate matter in 2004, however the Air Quality Action Plan 2011<sup>31</sup> states that this was revoked in December 2010.
- A2.39 The 41 actions detailed in the Air Quality Action Plan 2006 have been either closed or updated. The Air Quality Action Plan (2011) sets out twelve revised actions that have been identified to reduce levels of nitrogen dioxide. Many of these actions relate to existing Council policies and Strategies, notably the Local Transport Plan (LTP3). Proposals are being considered for a Low Emissions Zone to be introduced in the city centre.

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<sup>30</sup> Lepus Consulting (2012) Habitats Regulation Assessment of the Birmingham Development Plan 2031 - Options Consultation

<sup>31</sup> Birmingham City Council (2011) Air Quality Action Plan

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- A2.40 It should be noted that the LTP2 target for nitrogen dioxide of a 1% reduction set across the West Midlands by 2010 would appear to have been achieved within Birmingham.

### **Water Quality and Watercourses**

- A2.41 Recent hydraulic modelling identified within the Level 1 Strategic Flood Risk Assessment (2012)<sup>32</sup> shows that there is a fluvial flood-warning zone along the River Rea (PPS25 Flood Zones 2 and 3). Particular areas of flood risk in Bordesley include Bordesley Green East, Bordesley Street and Bordesley Middle Way and Canal. Initial assessment will identify constraints that are imposed upon development within these zones. Council planners and developers will be provided with the information they need to locate future development outside of flood risk areas, in accordance with the Sequential Test.
- A2.42 An assessment of the flood risk from all other sources will be carried out to identify sites that are outside of the Flood Zones but may still require a FRA as they are at risk of flooding from other sources.
- A2.43 Following the Sequential Test, if it is not possible or consistent with wider sustainability objectives to locate all development in zones of lower flooding probability, then it will be necessary to apply the Exception Test as described in PPS25<sup>33</sup>. The test provides a method for managing flood risk whilst still allowing necessary development to occur. 

### **Soil Quality and Contamination**

- A2.44 No changes have been identified with regard to soil quality and contamination. Assessment remains in line with land contamination legislation under Part 2A of the Environmental Protection Act 1990, as stated within the Contaminated Land Inspection Strategy For Birmingham (2008)<sup>34</sup>.

### **Noise**

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<sup>32</sup> Birmingham City Council (2012) Level 1 Strategic Flood Risk Assessment

<sup>33</sup> Department for Communities and Local Government (2010) – Planning Policy Statement 25: Development and Flood Risk.

<sup>34</sup> Birmingham City Council (2008) Contaminated Land Inspection Strategy for Birmingham – Second Edition

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- A2.45 Levels of noise pollution remain problematic in some parts of the city. Vehicles are one of the principal sources of both air and noise pollution, therefore improvements have been recommended to Birmingham's roads and public transport to reduce the effects of pollution. Birmingham has also pioneered "noise mapping"<sup>35</sup>

### **Social and Environmental Responsibility**

- A2.46 The Birmingham Total Place Pilot Document<sup>36</sup> states that Birmingham is a city of a million people, receiving over £7,500 million of public spending and investment each year. The Total Place Pilot Document (2010) puts forward a national set of legislative, technical, and process changes, underpinned by 6 pilot themes to improve service delivery:

- Early intervention
- Drugs and alcohol
- Gangs
- Learning Disabilities
- Mental Health
- Total Community

- A2.47 A seven-point plan of radical reform to public services in Birmingham has been developed. The Pilot Document (2010) aims to embed a "Total Place" approach systematically across the city, encouraging effective partnership working. Action required from national government to overcome obstacles within the above themes.

### **Economy and Equality**

#### Business and Enterprise

- A2.48 According to the Business Demography 2009-2013<sup>37</sup> Active enterprise numbers from 2010-2013 have increased from 30,675 to 32,235 for Birmingham. Particularly prevalent sectors within the area are professional, scientific and technical (16%) and retail (12%) based on 2014 figures.

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<sup>35</sup> Birmingham City Council (2005) Birmingham Community Strategy

<sup>36</sup> Be Birmingham (2010) Birmingham Total Place Pilot: Final Report, available at: [http://www.bebirmingham.org.uk/uploads/TP%20Birmingham%20Final%20Report%20190210\(1\).pdf](http://www.bebirmingham.org.uk/uploads/TP%20Birmingham%20Final%20Report%20190210(1).pdf) accessed: 29/07/2015

<sup>37</sup> Birmingham City Council (date unknown) Business Demography 2009-2013: Birmingham, the Greater Birmingham & Solihull Local Enterprise Partnership (GB&SLEP) and the UK

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- A2.49 The AAP area falls within three of the Birmingham Constituencies identified within the Business Activity Document 2014<sup>38</sup>: Ladywood, Hodge Hill and Yardley. For these constituencies, the retail sector represents over 10% of all businesses in the area.
- A2.50 The Profile of Birmingham's Business and Professional Services Sector<sup>39</sup> states that the Business and Professional Services Sector represents a significant proportion of Birmingham's economy:
- The majority are small firms (92% under 10 employees), which is similar to the sector picture across the UK ☐
  - Sector employment stands at 87,369 employees: 19% of the city's workforce, and an increase of 16% in five years ☐
  - The Gross Value Added (GVA) from the sector is £2.97bn. ☐
- A2.51 There were 13,169 firms in the sector in 2010: 20% of the city's business base, and an increase of 40% since 2005.
- A2.52 As a regional centre, Birmingham's business and professional services firms have good transport links to put them in touch with London and, via the airport, much further afield. The proposed development of the 'High Speed 2' rail line, would bring Birmingham within 50 minutes travel of central London. ☐
- A2.53 The 2014 Local Economic Assessment for Birmingham<sup>40</sup> states that economic forecasts for the period to 2030 show that economic output in the city is forecast to grow by around 2.5% per annum from 2015. Major infrastructure investments are set for the area in the coming years which will further serve to enhance strategic linkages across the functional economic area:
- HS2 – 50,000 jobs £4bn GVA
  - New St Gateway – 3,000 jobs £3bn GVA
  - Metro Extension – 1,500 jobs £50m GVA
  - Birmingham Airport Runway Extension – 19,000 jobs £800m GVA

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<sup>38</sup> Birmingham City Council (date unknown) Business Activity 2014: Birmingham Constituencies

<sup>39</sup> Birmingham City Council (date unknown) Profile of Birmingham's Business and Professional Services Sector

<sup>40</sup> Birmingham City Council (2014) 2014 Local Economic Assessment Birmingham, available at: [http://www.birmingham.gov.uk/cs/Satellite?blobcol=urldata&blobheader=application%2Fpdf&blobheadervalue1=Content-Disposition&blobkey=id&blobtable=MungoBlobs&blobwhere=1223571048741&ssbinary=true&blobheadervalue1=attachment%3B+filename%3D873183Birmingham\\_LEA\\_2014.pdf](http://www.birmingham.gov.uk/cs/Satellite?blobcol=urldata&blobheader=application%2Fpdf&blobheadervalue1=Content-Disposition&blobkey=id&blobtable=MungoBlobs&blobwhere=1223571048741&ssbinary=true&blobheadervalue1=attachment%3B+filename%3D873183Birmingham_LEA_2014.pdf) accessed: 29/07/15

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- A2.54 The Birmingham Local Economic Assessment (2014) states that employment in Birmingham reached its lowest level in 2010, however since then it has recovered with overall employment growing by 20,100 between 2010 and 2013.
- A2.55 Addressing the change in employment by sector between 2010 and 2013; public services shows the largest decline followed by construction with transport and communications and manufacturing also seeing employment fail to recover. The sectors demonstrating the strongest growth in employment were financial and professional services and retail and leisure. This is mirrored in the latest official workplace based employment Data from the 2013 Business Register and Employment Survey (BRES). This data details Birmingham's employment structure, showing that the public sector is the largest sector – accounting for around one third of all employment in the city (33.4% compared to 26.5% nationally).
- A2.56 Only 60% of Birmingham's working age residents are in employment, well below the national employment rate of 72%. The Local Economic Forecasting Model (LEFM) estimates around 250,000 job opportunities will be generated in the city between 2013 and 2025.
- A2.57 Household earnings in Birmingham for 2012 was between £15,000 and £25,000 for 29% of the population, and a further 29% obtained an income of £25,000-£39,000. 23% had an income of below £15,000. Within the AAP area this proportion was over 30% indicating areas of very low household income (Aston 37%, Bordesley Green 31%, Lozells & East Handsworth 35%, Nechells 38%, Soho 31% and Washwood Heath, 34%).
- A2.58 Data from 'End Child Poverty' published in 2013 details that at 31% Birmingham has one of the highest child poverty rates of all the local authorities in the UK with 84,114 children living in poverty. Within the three constituencies of the AAP, the Birmingham Local Economic Assessment shows child poverty at 30-40%. The recent Birmingham Child Poverty Commission Report June 2016 provides a series of recommendations aimed at reducing child poverty in Birmingham.

- A2.59 The Birmingham Big City Plan, City Centre Masterplan<sup>41</sup>, was launched in July 2011 as a non statutory planning and regeneration guidance and framework for Birmingham's city centre, setting out the vision for the future of Birmingham to 2026<sup>42</sup>. The economic development vision looks to strengthen alignment of Birmingham City's spatial planning and economic priorities. Key principles are of sustainable growth and an innovative and connected city.

### **Learning and Skills**

#### Qualifications

- A2.60 Occupation reflects the low levels of qualifications in the area. According to the Birmingham Local Economic Assessment (2014), currently 117,000 or 17.5% of working age residents within Birmingham have no qualifications. This proportion is above the average for the GBSLEP (14%) and significantly above the nation as a whole (10%).

#### Education Provision

- A2.61 The Primary School Expansion Report<sup>43</sup> states that in line with the Primary Capital Programme (2009), a phased approach had been developed to meet the additional school places needed from September 2010 through to September 2012.
- A2.62 The Primary School Expansion Report (2011) identifies that there remains an urgent need for additional primary school places in the City. Options identified: building additional schools; or expand some of existing ones. There are insufficient suitable sites available in the areas of greatest demand for additional places to create new schools and no funding available from government to acquire land for this purpose. As a result, existing schools are to be expanded, however challenges remain relating to the retention of outside space as a result of expansion. Consideration needs to be given to new ways to secure access to both green space for nature studies and access to playing pitches locally for schools.

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<sup>41</sup> Birmingham City Council (2011) Birmingham Big City Plan: City Centre Masterplan

<sup>42</sup> Warwick Economics & Development (2012) Employment Land Study for the Economic Zones and Key Sectors in Birmingham

<sup>43</sup> Birmingham City Council (2011) Primary School Expansion

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A2.63 Further challenges are expected for Birmingham as the increased pupil population meets the secondary phase of schooling.

Achievement

A2.64 Secondary performance in the AAP area and Aol remains good, with trends increasing from 48% to 60% of pupils achieving 5+ GCSEs A\*-C<sup>44</sup>.

**Community Involvement**

A2.65 Since 2001, electoral turnout for the AAP has improved in all three constituencies:

- Ladywood 52.71%
- Hodge Hill 54.49%
- Yardley 57.03%
- UK 66.1%

**Age Diversity and Equality**

A2.66 The 2014 mid year population estimate, Birmingham<sup>45</sup> supports that Birmingham is a youthful city. 45.7% of Birmingham residents are estimated to be under 30, compared with estimates of 39.4% for England. In contrast 13.1% of our residents are over 65, compared with 17.6% nationally.

A2.67 With regard to ethnicity in Birmingham, the demographic briefing 2011/02<sup>46</sup> shows the Black African group increased by 223.4% between 2001 and 2009, and according to ONS estimates the number of Pakistani, White Irish and Black Caribbean residents decreased between 2001 and 2009. It is noted that these are only population estimates, and the 2001 Census contains the most comprehensive information about ethnic groups in Birmingham.

**Poverty**

A2.68 The English Indices of Deprivation 2010<sup>47</sup> are based on broadly the same methodology as the previous version in 2007. Overall 66 per cent of areas in England are in the same decile of the IMD 2010 as they were in 2007.

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<sup>44</sup>Institute for Fiscal Studies and Institute of Education (2014) Lessons from London Schools on assignment gaps and social mobility

<sup>45</sup> Birmingham City Council (2015) Mid 2014 Mid Year Population Estimates

<sup>46</sup> Birmingham City Council (2011) Ethnicity in Birmingham

<sup>47</sup> Department for Communities and Local Government (2011) The English Indices of Deprivation 2010

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## Health

- A2.69 Within the Birmingham Demographic Briefings, topic reports have not been updated since the 2001 Census. The Birmingham Health Profile 2009<sup>48</sup> gives a snapshot of health in the AAP and surrounding area. The health of the people of Birmingham remains worse than the England average. Infant mortality and life expectancy are significantly worse. Whilst early death rates from heart disease, stroke and cancer have fallen over the past ten years, they still remain higher than the England average.

## Crime

- A2.70 Crime and ASB rates in the West Midlands have continued to decrease in the West Midlands, from 22,892 incidents to 21,754 incidents from July 2014 to July 2015.

## Housing

### Decent Homes

- A2.71 In July 2000 the Government set a target for all social housing providers (councils, housing associations etc) to bring their housing stock up to the government standard of decency by 2010. To be considered 'decent' a dwelling has to meet the current statutory minimum standard for housing, be in a reasonable state of repair and have reasonably modern facilities and services. The scheme has been very successful and by April 2008, 78% of the City's council housing had achieved decency.

### Housing Forecasts

- A2.72 The BDP Main Modifications outline Birmingham's objectively assessed housing need for the period 2011 to 2031 is 89,000 additional homes. ONS (2012) projections indicate a population rise of 156,000 by 2031 and DCLG 2012 household projections indicate that this will result in an increase in households of 86,000 households between 2011 and 2031.

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<sup>48</sup> APHO and Department of Health (2009) Health Profiles Birmingham

A2.73 According to the Housing Market Reports Birmingham City<sup>49</sup> the pattern of property price variation in Birmingham can be seen to broadly mirror that of the West Midlands, as well as England and Wales. Birmingham's property prices have remained above the regional average, but below the national figure, from the 2007 peak and through the fluctuations afterwards. However, Birmingham's average drop in price was less than both the regional and the national decrease, while the rebound has been stronger. This has brought Birmingham's average price closer to that of England and Wales in 2010, before a slight widening in average prices again in 2011, but the gap has been maintained during 2012. This suggests that Birmingham's housing market has so far suffered a less severe downturn than the region.

#### **Culture, Sport and Recreation**

A2.74 The City Council has announced its intention to bid to host the 2026 Commonwealth Games which could bring significant economic, social and cultural benefits to the city and region. The national decision on the successful English candidate city will be made later in 2017, whilst the final decision on the games host city will be made in 2019.

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<sup>49</sup> Birmingham City Council's Homes and Neighborhood Directorate (2013) Housing Market Reports Birmingham City

## Appendix B: SA Framework

## Bordesley Park AAP SA Framework

	Sustainability theme	SA Objective	Decision making criteria: Will the option/proposal...		Indicators	Targets
1	Material assets, water	To use natural resources such as water and minerals efficiently	Q1a	Will it include measures to limit water consumption?	Average domestic water consumption (l/head/day)	
			Q1b	Will it lead to reduced consumption of materials and resources?	Percentage of commercial buildings meeting BREEAM Very Good Standard or above or equivalent	
					Percentage of housing developments achieving a four star or above sustainability rating as stipulated by the Code for Sustainable Homes	
			Q1c	Will it safeguard the area's minerals resources for future use?	Area of land with potential for minerals use sterilised	
2	Climate change	To reduce overall energy use and contributions to the causes of climate change.	Q2a	Will it help limit the area's carbon footprint?	Proportion of electricity produced from renewable resources	
					Proportion of new homes achieving a four star or above sustainability rating for the "Energy/CO <sub>2</sub> " category as stipulated by the Code for Sustainable Homes	
					Per capita greenhouse gas emissions	Reduction from 6.6 tonnes/capita of CO <sub>2</sub> in 2005 to 2.8 tonnes/capita by 2026 (city-wide target)
					Emission by source	
					Percentage of people aged 16-74 who usually travel to work by driving a car or van	
					CO <sub>2</sub> , methane and nitrous oxide emissions per sector	Reduction of CO <sub>2</sub> emissions by 60% by 2026 (city-wide target)
						Reduction of CO <sub>2</sub> emissions by 80% by 2050 on 1990 levels (UK Government target)
3	Accessibility and transportation	Make efficient use of the existing transport infrastructure by promoting sustainable transport, promoting modal shift and minimising the need to travel by	Q3a	Will it reduce the need to travel?	Percentage of completed significant local service developments located within a defined centre	
					Average distance (km) travelled to fixed place of work	

Sustainability theme	SA Objective	Decision making criteria: Will the option/proposal...		Indicators	Targets
		private car.		Percentage of new residential development within 30 minutes public transport time of a GP, hospital, primary and secondary school, employment and major health centre. Percentage of residents surveyed finding it easy to access key local services.	
			<b>Q3b</b> Will it encourage walking and cycling?	Percentage of people aged 16-74 who usually travel to work by bicycle or on foot Proportion of new development providing cycle parking.	
			<b>Q3c</b> Will it reduce car use?	Percentage of people aged 16-74 who usually travel to work by driving a car or van	
			<b>Q3d</b> Will it encourage use of public transport?	Percentage of people aged 16-74 who usually travel to work by bus or train	
				Number of journeys made by bus per annum	
				Percentage of development in urban/rural areas within 400m or 5 minutes walk of half hourly bus service	Zero (Natural England)
				Number of journeys made by train per annum	
			<b>Q3e</b> Will it provide adequate means of access by a range of sustainable transport modes?	Distance of new development to existing or proposed public transport routes.	
				Provision of new walking and cycling links to accompany new development	
			<b>Q3f</b> Will it help limit HGV traffic flows?	HGV traffic flows	
<b>4</b>	Material assets	Encourage and enable waste minimisation, reuse, recycling and recovery	<b>Q4a</b> Will it provide facilities for the separation and recycling of waste?	Type and capacity of waste management facilities Household waste (a) arisings and (b) recycled or composted	
			<b>Q4b</b> Will it encourage the use of recycled materials in construction?	Reuse of recycled materials from former building stock and other sources	
<b>5</b>	Material assets	Encourage land use and development that optimises the use of previously developed land	<b>Q5a</b> Will it utilise derelict, degraded and under-used land?	% of dwellings built on previously developed land	

	Sustainability theme	SA Objective	Decision making criteria: Will the option/proposal...		Indicators	Targets
		use of previously developed land and buildings			Previously developed land that has been vacant or derelict for more than five years	
			Q5b	Will it lead to the more efficient use of land?	Housing density in new development: average number of dwellings per hectare	
6	Climate change, water	Ensure that the design and planning process reduces the impact of climate change and the risk of flooding	Q6a	Will it increase the number of properties at risk of flooding?	Amount of new development (ha) situated within a 1:100 flood risk area or 1:200 tidal flood risk area (Flood Zone 3), including an allowance for climate change	Zero (Environment agency)
					Number of planning permissions granted	Zero (Environment agency)
					Number of properties at risk of flooding.	
			Q6b	Will it encourage the development of buildings prepared for the impacts of climate change?	% of developments meeting the minimum standards for the "Surface Water Run-Off" and "Surface Water Management" categories in the Code for Sustainable Homes	
					Thermal efficiency of new and retro fitted development; % planning permissions for projects designed with passive solar design, building orientation, natural ventilation	
					No. of planning permissions incorporating SUDS	
			Q6c	Will it retain existing green infrastructure and promote the expansion of green infrastructure to help facilitate climate change adaptation?	Amount of new greenspace created per capita	
7	Quality of life, townscape	Promote the expansion and improvement of a comprehensive and multifunctional green infrastructure network.	Q7a	Will it meet open space standards?	Area of parks and green spaces per 1,000 head of population	BCC open space standards are currently being developed.
					Accessible Natural Greenspace	100% of population with Accessible Natural Greenspace of at least 2ha within 300m (or 5 minutes of their home (Natural England) BCC open space standards are currently being developed.
					Number of planning permissions granted on open space land for other uses	
			Q7b	Will it reduce deficiencies in open space and improve linkages between areas of open space?	Amount of land needed to rectify deficiency in Open Space Standards (ha)	BCC open space standards are currently being developed.
					Percentage of eligible open spaces managed to green flag award standard	



	Sustainability theme	SA Objective	Decision making criteria: Will the option/proposal...		Indicators	Targets
					Percentage of residents that are satisfied with the quantity/quality of open space	
8	Historic environment, townscape	Value, protect, enhance and restore the AAP area's built and historic environment and landscape.	Q8a	Will it preserve buildings of architectural or historic interest and, where necessary, encourage their conservation	Number of Grade I and Grade II* buildings at risk.	None (English Heritage)
					Number of Grade II and locally listed	None (English Heritage)
			Q8b	Will it preserve or enhance archaeological sites/remains?	Proportion of scheduled monuments at	None (English Heritage)
					Number/proportion of development proposals informed by archaeological provisions, including surveys	All (English Heritage)
			Q8c	Will it improve and broaden access to, understanding, and enjoyment of the historic environment?	Annual number of visitors to historic attractions	
			Q8d	Will it safeguard and enhance the character of the townscape and local distinctiveness and identity?	Application of detailed characterisation studies to new development	
9	Biodiversity and geodiversity	Value, protect, enhance, restore and re-create local biodiversity.	Q9a	Will it lead to a loss of or damage to biodiversity interest?	Proportion of conservation areas covered by up-to-date appraisals (less than five years old) and published management plans.	
			Q9b	Will it lead to habitat creation, matching BAP priorities?	Extent (and condition) of priority habitats	
					Area and condition of internationally and nationally designated sites in appropriate management	
					Area of Nature Conservation designation per 1,000 population (ha).	At least 1ha of Local Nature Reserve per 1,000 population (Natural England)
			Q9c	Will it increase the area of sites designated for their geodiversity interest?	Area of new habitat creation reflecting Hampshire BAP priorities	
					Extent and condition of key habitats for which Biodiversity Action Plans (BAPs) have been established	
					Area designated for geological interest	
			Q9d	Will it link up areas of fragmented habitat?	Extent (and condition) of priority habitats	
			Q9e	Will it increase awareness of biodiversity and geodiversity assets?	Number of school trips to Birmingham's Nature Reserves	
					Number of accessibility improvements to nature reserves and local sites (including geodiversity sites)	

	Sustainability theme	SA Objective	Decision making criteria: Will the option/proposal...		Indicators	Targets
					Number of interpretation improvements (including information boards etc) in nature reserves and local sites	
10	Air quality, heath	Minimise air pollution levels and create good quality air	Q10a	Will it lead to improved air quality?	Number and area of Air Quality Management Areas	To meet national Air Quality Standards
					No. of days when air pollution is moderate or high for NO <sub>2</sub> , SO <sub>2</sub> , O <sub>3</sub> , CO or PM <sub>10</sub>	To meet national Air Quality Standards
11	Water	Minimise water pollution levels and improve water quality	Q11a	Will it lead to improved water quality?	% of watercourses classified as good or very good biological and chemical quality	All inland and coastal water bodies to reach at least "good status" by 2015 (Water Framework Directive)
12	Soil, water	As part of new development address and mitigate land contamination issues within the	Q12a	Will it maintain and enhance soil quality?	Area of contaminated land (ha)	
					% of projects (by number and value) involving remediation of any kind	
13	Health, quality of life	Minimise noise pollution levels	Q13a	Will it reduce noise pollution	Noise pollution readings in local area Number of noise complaints made to Environmental Protection Unit	
14	Economic factors	Encourage corporate social and environmental responsibility, with local organisations and agencies leading by example	Q14a	Will it enable communities to influence the decisions that affect their neighbourhoods and quality of life?	Percentage of adults surveyed who feel they can influence decisions affecting their own local area	
					Geographic coverage of community neighbourhood forums	
					Membership of community networks and associations	
					Percentage of people who say they are satisfied with their local area as a place to live	
15	Economic factors	Encourage regeneration and economic growth to achieve a strong, stable and sustainable economy that benefits the inhabitants of the AAP area	Q15a	Will it ensure that new employment, office, retail and leisure developments are in	Proportion of residential development within 30 minutes public transport time of key services	
			Q15b	Will it support or encourage new business sectors?	No. of start-up businesses in the environmental and social enterprise sector	
					Expenditure on R&D as the proportion of GVA	
					Number of new VAT registrations in the AAP area	
			Q15c	Will it help reduce unemployment and worklessness?	Percentage difference between worklessness in the AAP area and the City average	
					Number of people employed in local businesses	
			Q15d	Will it help ensure an adequate	Ha of new employment land provision	

	Sustainability theme	SA Objective	Decision making criteria: Will the option/proposal...		Indicators	Targets
				supply of employment land?	Employment land supply by type Loss of employment land to other uses	
16	Quality of life, economic factors	Promote investment in future prosperity, including ongoing investment and engagement in learning and skill development	Q16a	Will it help improve educational attainment?	Number of working age adults achieving basic skills qualification in the AAP area	
					Number of working age adults achieving NVQ Level 2 qualification in the AAP area	
					Number of working age adults achieving NVQ Level 3 qualification in the AAP area	
					Percentage of 16 year olds achieving at least 5 A*-C GCSE or equivalent	
					Percentage of 16 year olds achieving 5 or more GCSEs with grades A* - G or equivalent (including English, and Maths	
			Q16b	Will it increase learning participation and adult education and help achieve life-long learning?	Education, Skills & Training Deprivation Index	
17	Quality of life	Enable communities to influence the decisions that affect their neighbourhoods and quality of life	Q17a	Will it enable communities to influence the decisions that affect their neighbourhoods and quality of life?	Percentage of adults surveyed who feel they can influence decisions affecting their own local area	
			Q17b	Will it improve the satisfaction of people with their neighbourhoods as a place to live?	% respondents very or fairly satisfied with their neighbourhood	
18	Quality of life	Promote social inclusion by ensuring easy and equitable access to services, facilities and opportunities, including jobs and learning	Q18a	Will it reduce the need to travel?	Percentage of completed significant local service developments located within a defined centre	
					Average distance (km) travelled to fixed place of work	
					Percentage of new residential development within 30 minutes public transport time of a GP, hospital, primary and secondary school, employment and major health centre.	
					Percentage of residents surveyed finding it easy to access key local services.	
			Q18b	Will it encourage walking and cycling?	Percentage of people aged 16-74 who usually travel to work by bicycle or on foot Proportion of new development providing cycle parking.	

	Sustainability theme	SA Objective	Decision making criteria: Will the option/proposal...		Indicators	Targets
			Q18c	Will it reduce car use?	Percentage of people aged 16-74 who usually travel to work by driving a car or van	
			Q18d	Will it encourage use of public transport?	Percentage of people aged 16-74 who usually travel to work by bus or train	
					Number of journeys made by bus per annum	
					Percentage of development in urban/rural areas within 400m or 5 minutes walk of half hourly bus service	
					Number of journeys made by train per annum	
			Q18e	Will it provide adequate means of access by a range of sustainable transport modes?	Distance of new development to existing or proposed public transport routes.	
					Access to corner shop or supermarket, post office, childcare, doctor or hospital	
					Provision of new walking and cycling links to accompany new development	
19	Quality of life	Address poverty and disadvantage, taking into account the particular difficulties of those facing multiple disadvantages	Q19a	Will it help achieve life-long learning?	No. of people with NVQ2 qualifications	
			Q19b	Will it enable communities to influence the decisions that affect their neighbourhoods and quality of life?	Percentage of adults surveyed who feel they can influence decisions affecting their own local area	
			Q19c	Will it improve the satisfaction of people with their neighbourhoods as a place to live?	% respondents very or fairly satisfied with their neighbourhood	
			Q19d	Will it reduce crime and the fear of crime?	Crime Deprivation Index	
			Q19e	Will it increase learning participation and adult education?	Education, Skills & Training Deprivation Index	
20	Health	Improve health and reduce health inequalities by encouraging and enabling healthy active lifestyles and protecting health as well as providing equitable access to health services and facilities.	Q20a	Will it improve access for all to health, leisure and recreational facilities?	Travel time by public transport to nearest health centre and sports facility.	
			Q20b	Will it provide sufficient areas of open space for all?	Area of parks and green spaces per 1,000 head of population	BCC open space standards are currently being developed.
					Accessible Natural Greenspace	100% of population with Accessible Natural Greenspace of at least 2ha within 300m (or 5 minutes of their home (Natural England) BCC standards are currently being developed.

	Sustainability theme	SA Objective	Decision making criteria: Will the option/proposal...		Indicators	Targets
					Area of playing fields and sports pitches.	2.83 hectares per 1,000 population for playing field provision (National Playing Fields Association Standard) BCC open space standards are currently being developed.
			Q20c	Will it improve long term health?	Life expectancy at birth Standardised mortality rates	
			Q20d	Will it ensure that risks to human health and the environment from contamination are identified and removed?	Area of contaminated land (ha)	
			Q20e	Will it encourage healthy and active lifestyles?	% of adults (16+) participating in at least 30 minutes of moderate intensity sport and active recreation (including recreational walking) on three or more days of the week The number of sports pitches available to the public per 1,000 population	To increase participation by 1% year-on-year until 2020 to achieve target of 50% of population participants in 30 mins activity, three times a week by 2020 (The Framework for Sport in England)
			Q20f	Will it reduce obesity?	Percentage of adult population classified as obese	
			Q20g	Does it consider the needs of the city's growing elderly population?	Percentage of older people being supported intensively to live at home	Increasing the proportion of older people being supported to live in their own home by 1% annually (DoH PSA)
			Q20h	Will it enable communities to influence the decisions that affect their neighbourhoods and quality of life?	Percentage of adults surveyed who feel they can influence decisions affecting their own local area	
			Q20i	Will it improve the satisfaction of people with their neighbourhoods as a place to live?	% respondents very or fairly satisfied with their neighbourhood	
			Q20j	Will it reduce crime and the fear of crime?	Indices of Multiple Deprivation: Crime domain	
			Q20k	Will it reduce deprivation in the area?	Indices of Multiple Deprivation	
			Q20l	Will it improve road safety?	Number of people killed or seriously injured on the roads per year	
21	Quality of life	Improve Community safety and reduce crime, fear of crime and antisocial behaviour	Q21a	Will it reduce crime and the fear of crime?	Indices of Multiple Deprivation: Crime domain (Crime Deprivation Index)	
22	Housing, health, quality of life	Provide decent and affordable housing for all, of the right quantity, type, tenure and affordability to meet local needs	Q22a	Will it improve access to services and facilities from rural	Percentage of rural households within 800m of an hourly or better bus service	
			Q22b	Will it provide sufficient areas of open space for all?	Area of parks and green spaces per 1,000 head of population	2.83 hectares per 1,000 population for playing field provision (National Playing Fields Association Standard)

	Sustainability theme	SA Objective	Decision making criteria: Will the option/proposal...		Indicators	Targets
					Accessible Natural Greenspace	100% of population with Accessible Natural Greenspace of at least 2ha within 300m (or 5 minutes of their home (Natural England)
					Number of planning permissions granted on open space land for other uses	
			Q22c	Will it improve long term health?	Life expectancy at birth	
					Standardised mortality rates	
23	Health, quality of life	Improve opportunities to participate in diverse cultural sporting and recreational activities	Q23a	Will it ensure all groups have access to decent, appropriate and affordable housing?	Affordable housing completions	
			Q23b	Will it identify an appropriate supply of land for new housing?	Net additional dwellings for the current year.	
			Q23c	Will it ensure that all new development contributes to local distinctiveness and improve the local environment?	Number of major housing applications refused on design grounds. Accessible Natural Greenspace	100% of population with Accessible Natural Greenspace of at least 2ha within 300m (or 5 minutes of their home (Natural England) BCC targets for open space are currently being developed.
			Q23d	Will it meet the building specification guidance in the Code for Sustainable Homes? (DCLG)	Percentage of housing developments achieving a four star or above sustainability rating as stipulated by the Code for Sustainable Homes	All new homes to be carbon neutral by 2016 (UK Government target)
			Q23e	Will it reduce the number of households on the Housing Register?	Number of households on the Housing Register	To reduce the numbers of homeless households in priority need and the number of households in housing need on the housing register

## Appendix C: Where the Planning Practice Requirements have been met

Planning Practice Guidance	How and where this has been addressed in the SA
<b>Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope</b>	
(Paragraph: 014 Reference ID: 11-014-20140306) Does the scoping stage set out the context, objectives and approach of the assessment?	Bordesley Park Area Action Plan Sustainability Appraisal Scoping Report (May 2010)  Baseline information and the PPP review was updated in 2016.
(Paragraph: 014 Reference ID: 11-014-20140306) Does the scoping stage identify relevant environmental, economic and social issues and objectives?	Bordesley Park Area Action Plan Sustainability Appraisal Scoping Report (May 2010), Chapters 2 to 4.
(Paragraph: 014 Reference ID: 11-014-20140306) Has the scope of the SA been consulted on with the consultation bodies: Natural England, Historic England and Environment Agency?	The Scoping Report was consulted on for a five week period with the statutory consultees and other stakeholders in November and December 2009.
Paragraph: 016 Reference ID: 11-016-20140306 Does the baseline information consider existing environmental, economic and social characteristics of the area including data on historic and likely future trends, including a 'business as usual' scenario?	Bordesley Park Area Action Plan Sustainability Appraisal Scoping Report (May 2010), Chapter 3.
<b>Stage B: Development and refining alternatives and assessing effects</b>	
Paragraph: 018 Reference ID: 11-018-20140306 Does the SA identify, describe and evaluate the likely significant positive and negative effects of the preferred approach and all reasonable alternatives on environmental, economic and social factors, using the evidence base and taking account of: (a) The probability, duration, frequency and reversibility of the effects; (b) The cumulative nature of the effects; (c) The transboundary nature of the effects; (d) The risks to human health or the environment; (e) The magnitude and spatial extent of the effects; (f) The value and vulnerability of the area likely to be affected due to:	SA of the Bordesley Park AAP: Options SA Report focused on Wheels site Options (August 2010)  SA of the Bordesley Park AAP: Options SA Report (September 2011)  SA of the Bordesley Park AAP: Preferred Options SA Report (July 2013)  This report, <b>Chapters 5 to 7</b>



<p>(i) Special natural characteristics or cultural heritage;</p> <p>(ii) Exceeded environmental quality standards or limit values; or;</p> <p>(iii) Intensive land use; and</p> <p>(g) The effects on areas or landscapes which have recognised national, Community or international protection status?</p>	
<p>Paragraph: 017 Reference ID: 11-017-20140306 and 018 Reference ID: 11-018-20140306</p> <p>Does the SA identify measures to prevent, reduce and, as fully as possible, offset likely significant adverse effects, maximise beneficial effects and ways of monitoring likely significant effects?</p>	<p>SA of the Bordesley Park AAP: Preferred Options SA Report (July 2013)</p> <p>This report, <b>Chapters 8 and 9</b></p>
<p>Paragraph: 018 Reference ID: 11-018-20140306</p> <p>Does the SA assess all reasonable alternatives in the same level of detail as the option the plan-maker proposes to take forward?</p>	<p>Yes. The same SA Framework has been used at each stage.</p>
<p>Paragraph: 018 Reference ID: 11-018-20140306</p> <p>Does the SA outline the reasons the alternatives were selected, the reasons the rejected options were not taken forward and the reasons for selecting the preferred approach in light of the alternatives?</p>	<p>This report, <b>Chapter 4</b></p>
<p>Paragraph: 018 Reference ID: 11-018-20140306</p> <p>Does the SA provide conclusions on the overall sustainability of the different alternatives, including those selected as the preferred approach in the Local Plan?</p>	<p>SA of the Bordesley Park AAP: Options SA Report focused on Wheels site Options (August 2010)?</p> <p>SA of the Bordesley Park AAP: Options SA Report (September 2011)</p> <p>This report, <b>Chapter 3</b></p>
<p>Paragraph: 018 Reference ID: 11-018-20140306</p> <p>Does the SA document any assumptions used in assessing the significance of effects of the Local Plan?</p>	<p>This report, <b>Section 2.9</b></p>
Stage C: Prepare the sustainability appraisal report	
<p>Paragraph: 019 Reference ID: 11-019-20140306</p> <p>Does the SA clearly show how the requirements of the SEA Directive have been met?</p>	<p>In meeting the requirements of the PPG, as set out in this table, the SA Report has also met the requirements of the SEA Directive.</p>
<p>Paragraph: 019 Reference ID: 11-019-20140306</p>	<p>This report, <b>Non-Technical Summary</b></p>

Does the SA include a non-technical summary of the information within the main report?	
Stage D: Seek representations on the sustainability appraisal report from consultation bodies and the public	
<p>Paragraph: 020 Reference ID: 11-020-20140306</p> <p>Have the following been consulted on the sustainability appraisal:</p> <ul style="list-style-type: none"> <li>• Natural England;</li> <li>• Historic England;</li> <li>• Environment Agency; and</li> <li>• Other parties who are affected or likely to be affected by, or have an interest in, the decisions involved in the assessment and adoption or making of the plan?</li> </ul>	<p>The statutory bodies were consulted on the Preferred Options (July 2013) SA Report.</p> <p>This report will also be subject to consultation with the statutory consultees for a six-week period.</p>
<p>Paragraph: 020 Reference ID: 11-020-20140306</p> <p>Has the SA, including non-technical summary, been published alongside the draft Local Plan for a minimum of six weeks?</p>	<p>This report will be published alongside the final version of the plan for a minimum of six weeks.</p>
<p>Paragraph: 021 Reference ID: 11-021-20140306 and 023 Reference ID: 11-023-20140306</p> <p>Has the SA considered modifications proposed following consultation or examination that substantially alter the plan and/or are likely to give rise to significant effects?</p>	<p>Following consultation and/or examination, the SA process will consider any relevant modifications.</p>
Stage E: Post adoption reporting and monitoring	
<p>Paragraph: 024 Reference ID: 11-024-20140306</p> <p>Does the SA meet the post-adoption requirements of the SEA Directive?</p>	<p>Not applicable at this stage.</p>
<p>Paragraph: 025 Reference ID: 11-025-20140306</p> <p>Does the SA, post-adoption statement or Local Plan include details of monitoring arrangements?</p>	<p>This report, <b>Chapter 10</b></p>

# Appendix D: Summary of 2010 Early Development Options

## Summary of 2010 Early Development Options

SA Objective		DM	CYS	CLS	MLA
1	Natural resources	0	0	0	0
2	Energy use	0	+/-	+/-	--
3	Sustainable transport	+	+/-	+/-	-
4	Waste minimisation	0	0	0	0
5	Previously developed land	+/-	+	+	++
6	Climate change	0	+/-	+/-	+/-
7	Green Infrastructure	0	0	0	0
8	Historic environment	-	+	+/-	+
9	Biodiversity	+/-	+/-	+/-	+/-
10	Air	0	-	--	--
11	Water	0	+	-	+
12	Land contamination	+	++	+	++
13	Noise	0	+/-	-	-
14	Corporate social and environmental responsibility	0	0	0	0
15	Economic growth	+/-	+	++	++
16	Investment	+	++	+	+
17	Community influence	0	+	0	0
18	Social inclusion	+/-	++	+	+
19	Poverty and disadvantage	+/-	++	+	+
20	Health	0	++	+	+
21	Community safety	-	++	-	+/-
22	Affordable housing	0	+	+	+
23	Recreational activities	+	++	+	+
Code for Table 3.2	Development principles				
DM	Do minimum				
CYS	Community uses				
CLS	Commercial uses				
MLA	Major Leisure Attraction				

# Appendix E: Summary of 2011 Options SA Report Assessment Matrix

Summary of 2011 Options SA Report assessment matrix

SA Objective		Reasonable Alternatives											
		W1	W2	W3	W4	A1	A2	A3	AR1	AR2	SH1	SH2	SH3
1	Natural resources	0	+	0	0	0	0	0	0	0	0	0	0
2	Energy use	0	+/-	-	-	0	+/-	+/-	+/-	+/-	0	+/-	0
3	Transport	+	++	+/-	-	+	+	-	+	+	+	+	+
4	Waste	0	+	0	0	0	0	0	0	0	0	0	0
5	Developed land	+/-	+	+	+	+/-	+	+	++	+	++	++	+
6	Climate change	0	+	+/-	+/-	0	0	0	+/-	+/-	0	0	0
7	GI	0	+	+/-	+	++	++	0	0	0	+	++	+
8	Historic	-	+/-	+	--	+	+	+	+	+	+	+	+
9	Biodiversity	+/-	+/-	-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-
10	Air	0	+/-	-	--	0	-	--	+/-	+/-	+/-	+/-	+/-
11	Water	0	+	+	-	0	+	+/-	0	0	0	0	0
12	Land	+	++	++	+/-	0	+	+/-	0	0	0	0	0
13	Noise	0	+/-	-	--	+	+/-	-	-	-	+/-	+/-	+/-
14	Responsibility	0	0	0	0	0	0	0	+	+	0	0	0
15	Economic growth	+/-	-	++	++	+/-	-	++	+	++	+	++	+
16	Investment	+	++	+	+/-	0	+	+	+	+	+	+	+
17	Community	0	++	0	-	0	+/-	-	+	+	++	++	++
18	Social inclusion	+	++	+	+	0	+	+	+	++	+	+	+
19	Poverty	+/-	++	+	-	0	0	+/-	+	++	+	++	+
20	Health	+	+	+	+/-	+	+	-	+	+	+	+	+
21	Community safety	-	+	+/-	-	-	+/-	+/-	+	+	+	+	+
22	Housing	0	++	+/-	-	0	++	0	0	-	0	+	0
23	Recreation	+	+	+	+	+	+	0	0	0	+	+	+
Code	Reasonable alternative (from 2011 Options SA Report)												
W1	Wheels site and environs: Incremental Change												

W2	Wheels site and environs: Residential
W3	Wheels site and environs: Major Leisure Attraction
W4	Wheels site and environs: Industrial and Employment
A1	Adderley Park: Do Minimum
A2	Adderley Park: Residential and Community
A3	Adderley Park: Employment
AR1	Alum Rock Road: Do Minimum
AR2	Alum Rock Road: Growth of the Centre to the East
SH1	Small Heath Centre: Do Minimum
SH2	Small Heath Centre: The Gateway
SH3	Small Heath Centre: Local Centre Consolidation

## Appendix F: Assessment Matrices of the AAP Preferred Options (2013)

Assessment matrix of AAP development principles (2013 Preferred Options)

SA Objective		G	C	LC	S
1	Natural resources	+	0	0	+
2	Energy use	+	+	+	++
3	Sustainable transport	++	++	+	0
4	Waste minimisation	0	0	0	+
5	Previously developed land	+	0	++	0
6	Climate change	+	0	+	+/-
7	Green Infrastructure	+	++	++	0
8	Historic environment	0	0	++	0
9	Biodiversity	+	+	++	0
10	Air	0	+	0	0
11	Water	0	+	+	0
12	Land contamination	0	0	0	0
13	Noise	0	+	0	0
14	Corporate social and environmental responsibility	0	0	0	+
15	Economic growth	++	++	0	+
16	Investment	+	0	0	0
17	Community influence	0	+	+	0
18	Social inclusion	++	++	+	0
19	Poverty and disadvantage	+	0	+	0
20	Health	0	+	+	0
21	Community safety	0	+	++	0
22	Affordable housing	++	0	+	0
23	Recreational activities	+	+	+	0
Code	Development principles				
G	Growth				
C	Connectivity				
LC	Local Character				
S	Sustainability				

Assessment matrix of the five transformational change areas (2013 Preferred Options)

SA Objective		Key opportunities for change				
		WS	CR	AP	AR	SH
1	Natural resources	0	0	0	0	0
2	Energy use	+	+	0	0	+
3	Sustainable transport	+	+	++	+/-	++
4	Waste minimisation	0	0	0	0	0
5	Previously developed land	+/-	+	+	++	++
6	Climate change	0	0	0	0	0
7	Green Infrastructure	+/-	+/-	0	0	+
8	Historic environment	+	+	+	+	+
9	Biodiversity	+/-	0	0	0	+
10	Air	+	+	+	+/-	+
11	Water	+	0	0	0	0
12	Land contamination	++	+	0	0	0
13	Noise	+	+	+	+/-	+
14	Corporate social and environmental responsibility	0	0	0	0	0
15	Economic growth	++	+/-	+	++	++
16	Investment	++	+	++	+	+
17	Community influence	0	+	+	0	+
18	Social inclusion	+	+	+	+	+
19	Poverty and disadvantage	+	+	+	0	0
20	Health	+/-	+	++	0	+
21	Community safety	+/-	0	0	0	0
22	Affordable housing	-	++	+	-	++
23	Recreational activities	+/-	+	+	0	+
Code	Key opportunities for change					
WS	The Wheels site and Environs					
CR	Cherrywood Road Area					
AP	Adderley Park					
AR	Alum Rock Road					
SH	Small Heath Local Centre					



Assessment matrix of the six neighbourhoods (2013 Preferred Options)

SA Objective		Neighbourhood					
		V	WH	BV	BG	SHn	SHs
1	Natural resources	0	0	0	0	0	0
2	Energy use	+	++	+	+	+	++
3	Sustainable transport	++	+/-	++	++	+	++
4	Waste minimisation	0	0	0	0	0	0
5	Previously developed land	+	+	+	+	+	++
6	Climate change	-	0	+	0	+	+
7	Green Infrastructure	++	++	++	+	++	++
8	Historic environment	0	+/-	+	0	+/-	0
9	Biodiversity	+	+	++	+	+	++
10	Air	+/-	+	+	+	+	+
11	Water	+	+	+	0	0	0
12	Land contamination	+	+	0	++	0	0
13	Noise	+/-	+	+	+	+	+
14	Corporate social and environmental responsibility	0	0	0	0	0	0
15	Economic growth	+	+	+	++	+	++
16	Investment	0	+	0	+	+	+
17	Community influence	0	+	0	0	+/-	+
18	Social inclusion	0	+	+	+	+	+
19	Poverty and disadvantage	0	0	0	0	0	0
20	Health	0	0	0	+/-	+	+
21	Community safety	0	0	0	0	0	0
22	Affordable housing	0	+	+	+	+	0
23	Recreational activities	+	+/-	+	+/-	+	+
<b>Code</b>	<b>Neighbourhoods</b>						
V	Vauxhall						
WH	Washwood Heath						
BV	Bordesley Village						
BG	Bordesley Green						
SHn	Small Heath (North)						
SHs	Small Heath (South)						



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# Sustainability Appraisal of the Bordesley Park Area Action Plan

## Addendum

July 2018



# Sustainability Appraisal of the Bordesley Park Area Action Plan

Addendum to the  
Pre-Submission SA Report  
to accompany the  
July 2018 Submission Version of the AAP

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# Acronyms

<b>AAP</b>	Area Action Plan
<b>BAP</b>	Biodiversity Action Plan
<b>BCC</b>	Birmingham City Council
<b>BDP</b>	Birmingham Development Plan
<b>BREEAM</b>	BRE Environmental Assessment Methods
<b>CHP</b>	Combined Heat and Power
<b>MHC&amp;LG</b>	Ministry of Housing, Communities and Local Government
<b>COMAH</b>	Control of Major Accident Hazards
<b>CfSH</b>	Code for Sustainable Homes
<b>GI</b>	Green Infrastructure
<b>GIS</b>	Geographic Information Systems
<b>HGV</b>	Heavy Goods Vehicle
<b>HSE</b>	Health and Safety Executive
<b>PPG</b>	Planning Practice Guidance
<b>PPP</b>	Policy, Plan and Programme
<b>SA</b>	Sustainability Appraisal
<b>SEA</b>	Strategic Environmental Assessment
<b>SHLAA</b>	Strategic Housing Land Availability Assessment
<b>SLINC</b>	Sites of Local Importance for Nature Conservation
<b>SPD</b>	Supplementary Planning Document
<b>SuDs</b>	Sustainable Drainage Systems



# 1 Introduction

## 1.1 Background

- 1.1.1 Sustainability Appraisal (SA) provides a means to assess the economic, social and environmental effects of a plan at various points during its preparation. SA is a requirement of the Planning and Compulsory Purchase Act 2004 and is the process of informing and influencing the development of the Area Action Plan (AAP) to maximise the sustainability value of the plan.
- 1.1.2 The SA report has been produced in compliance with the Town and Country Planning (Local Development) (England) Regulations 2004 SI No. 2204 and the Environmental Assessment of Plans and Programmes Regulations 2004 SI No. 1633. The SA report that accompanied the pre-submission AAP also accounted for the requirements to produce an Environmental Report as per the SEA Directive 2001/42/EC.
- 1.1.3 In February 2017, Lepus Consulting (Lepus) prepared the SA of the AAP Pre-Submission version<sup>1</sup>. Birmingham City Council have prepared the submission version of the AAP and the purpose of this Addendum is to highlight the amendments that have been made to the AAP since it was previously appraised and to address the relevancy of these amendments to SA.
- 1.1.4 It is a necessary requirement of SA/SEA to address the likely cumulative effects of the AAP in-combination with other plans and projects. This addendum will also address the potential for adverse cumulative impacts to arise as a result of the AAP in-combination with other plans and projects.

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<sup>1</sup> Lepus Consulting (2017) Sustainability Appraisal of the Bordesley Park Area Action Plan, Sustainability Appraisal to accompany the AAP Pre-Submission Report, February 2017

## 2 Submission version of the AAP

### 2.1 The Bordesley Park Area Action Plan

2.1.1 Once adopted, the Bordesley Park AAP will form part of the Local Development Framework (LDF) and will be a formal Development Plan Document, which has statutory plan status. As such it will be a material consideration in the determination of future planning applications and development proposals for the Bordesley Park area.

2.1.2 The AAP had been developed in consultation with a range of local stakeholders and has the following delivery aims::

- A focus for growth including a wide range of employment opportunities for local people;
- High quality housing suitable for the needs of existing and new communities;
- Attractive and thriving local centres;
- 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; and
- A clean, safe, attractive and sustainable environment in which to live and work.

2.1.3 The Birmingham Development Plan (BDP) was adopted in 2017. The BDP is the key document that sets out the overall strategic policies for the city and will in turn inform other documents dealing with specific areas or proposals (such as the Bordesley Park AAP).

### 2.2 Pre-submission SA

2.2.1 The version of the Bordesley Park Area Action Plan which was assessed in the February 2017 SA report was the pre-submission version. The SA report assessed the likely impacts of the AAP on each of the 23 objectives comprising the SA Framework (see **Table 2.1**). Policies proposed in the AAP were assessed as being likely to result in either positive or negligible impacts on each objective.

**Table 2.1:** Objectives comprising the SA Framework

SA Framework Objectives	
1	Natural resources
2	Energy use
3	Sustainable transport
4	Waste minimisation
5	Previously developed land
6	Climate change
7	Green Infrastructure
8	Historic environment
9	Biodiversity
10	Air
11	Water
12	Land contamination
13	Noise
14	Corporate social and environmental responsibility
15	Economic growth
16	Investment
17	Community influence
18	Social inclusion
19	Poverty and disadvantage
20	Health
21	Community safety
22	Affordable housing
23	Recreational activities

## 2.3 Amendments

2.3.1 Birmingham City Council have now prepared the version of the AAP that will be submitted to the Secretary of State for Housing, Communities and Local Government for Examination in Public.

2.3.2 The AAP has undergone some minor amendments since the pre-submission version that was appraised in February 2017. The pre-submission version was consulted on between March and May 2017. Each of the amendments that has been made to the AAP has been reviewed for the extent to which it is relevant to the SA and its findings.

2.3.3 Each of the amendments made to the AAP is classed as either being:

- Revisions to general and supporting text;
- Minor revisions to the wording of proposals that are not relevant to the SA or its findings;
- Updates of figures such as employment figures in light of more recent evidence; and
- Minor corrections such as revisions to dates.

- 2.3.4 No amendments have been made to the AAP that are relevant to the assessments completed, or conclusions reached, in the SA of the pre-submission AAP (prepared by Lepus in February, 2017). The findings in that report are therefore considered to remain valid in light of changes to the AAP as well as the latest evidence and recent relevant case law.
- 2.3.5 The pre-submission SA report assessed the AAP for its likely impacts on 23 different objectives comprising the SA Framework (see **Table 2.1**).

## 2.4 In-combination effects

- 2.4.1 The SA of the pre-submission version of the AAP assessed the likely sustainability impacts of each policy proposed in the AAP. These impacts were predominantly positive and negligible, with a limited number of potentially uncertain effects identified. The assessment text within the pre-submission SA explains in detail why largely negligible and positive impacts are expected. It can be stated with confidence in the light of recent relevant case law and best practice guidance that a significant adverse impact, arising as a result of these mostly positive or negligible impacts in-combination with other plans or projects, is unlikely.

## 3 Conclusion

### 3.1 Conclusion

- 3.1.1 The purpose of this Addendum is to highlight the amendments that have been made to the AAP since it was previously appraised and to address the relevancy of these amendments to SA.
- 3.1.2 The conclusion reached in the February 2017 SA of the pre-submission AAP remains valid. Each of the 15 policies proposed in the AAP was appraised and found to be likely to result in mostly positive sustainability effects. Mitigation measures already incorporated into the AAP, as well as those recommended within **Chapters 8** and **9** of the pre-submission SA report, will help to ensure adverse residual effects do not arise.
- 3.1.3 Significant adverse sustainability impacts, caused by the AAP alone or in combination with other plans and projects, are considered to be unlikely.



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**Appendix 3**

**BORDESLEY PARK AREA ACTION PLAN  
CONSULTATION STATEMENT  
(Without Appendix 1)**

**July 2018**



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## **1. Introduction**

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- 1.1 The Bordesley Park Area Action Plan (AAP) will guide the development and regeneration of the Bordesley Park area, to the east of the city centre which covers an area of around 580 ha and includes parts of Washwood Heath, Bordesley Green, Bordesley Village and Small Heath.
- 1.2 The Plan has been subject to public consultation and stakeholder engagement from the outset and through various stages of the plan making process. The Options Report was subject to consultation between August and October 2011 and the Preferred Options Report was subject to consultation between July and October 2013. The Pre-submission version of the area action plan underwent public consultation from March to May 2017.
- 1.3 Representations received have been taken into account in the various stages of plan preparation including the submission version of the Plan which will be submitted for independent examination.
- 1.4 This consultation statement sets out how the Council has involved the local community, stakeholders and bodies during the preparation of the Area Action Plan, the main issues raised and how they have been taken into account in line with regulation 22 of the Town and Country Planning (Local Planning) (England) Regulations 2012. It sets out the stages of consultation in plan preparation and the various consultation methods used to engage the local community and stakeholders to participate in the process.
- 1.5 The Statement of Community Involvement (SCI: 2008) is the City Council's adopted consultation strategy for development planning and sets out how the Council will encourage more people to get involved in the planning decision and plan making process and make consultations more effective. The SCI has been used as the basis for the consultation approach for the Bordesley Park Area Action Plan.

## **2. Stages of Plan Preparation and Consultation**

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- 2.1 At each stage of plan preparation, the responses received during consultation were carefully considered, and have informed and have been taken in to account during the next stage of plan making. A Sustainability Appraisal has been prepared alongside the AAP which has informed the Plan through every stage of production and has also been subject to consultation.

<b>BORDESLEY PARK AAP TIMELINE</b>	
<b>Plan preparation &amp; consultation stage</b>	<b>Date</b>
Evidence gathering, Sustainability Appraisal Scoping	October 2009
Consultation on Options Report and Sustainability Appraisal	August-October 2011
Consultation on Preferred Options Report	July-October 2013
Consultation on Sustainability Appraisal	January 2014
Consultation on Pre-submission plan and Sustainability Appraisal	March – May 2017
Submission	2018

### **3. Consultation approach**

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- 3.1 The approach to ensure effective consultation was to engage as many of the local residents, community groups, stakeholders and businesses as possible, with a range of methods and resources available, to raise awareness of the Plan and the opportunity to participate and comment. As the Area Action Plan encompasses a defined local boundary, it was anticipated that every resident and business address in the plan area could be reached with informative publications in the first instance, followed by more detailed opportunities for discussion with officers.
- 3.2 Updated demographics of the area (summarised below) were considered throughout to ensure that all sections of the local community were given the opportunity to give their views and influence the contents of the plan.

#### Demographics

- 3.3 The AAP area has a population of just under 35,000 (2016 population estimates). This is up 2.9% since 2011 and 5.6% since 2001. The rate of growth is slower than that of Birmingham where the population increased by 14.6% since 2001.

- 3.4 The age profile of the AAP area is notably younger than that of Birmingham; children make up 31% of the population, compared with city wide average of 22.8% and 57% of residents are less than 30 years old.
- 3.5 The 2011 Census reports that almost half of the population of the AAP area is of Pakistani origin, and more than 10% Bangladeshi. An increasing proportion of people (5.3% in 2011 compared with 0.8% in 2001) are from African backgrounds.
- 3.6 According to the 2011 Census 22% of households in this area reported that English was not the main language spoken at home. Other than English the most reported main languages spoken were Urdu, Bengali, Pakistani Mirpuri and Potwan, Pashto, Somali and Panjabi.

#### Communication

- 3.7 Given the diverse population profile and variety of languages commonly spoken, it was necessary to ensure that community needs were met in order for community members to participate and understand the plan during preparation. Translations of written publications were made available upon request, which was also detailed within newsletters and quoted in various community languages.
- 3.8 Public exhibitions were held in appropriate locations with officers attending to discuss proposals face to face, to maximize communication and the opportunity for local residents and stakeholders to put forward their views. Officers who could speak Urdu were available at exhibitions on some dates.
- 3.9 Plain English was used in all written material and on a dedicated Council webpage and the use of technical jargon was avoided so that the AAP proposals and process were accessible for the public. A number of other consultation methods were used which are detailed below based upon the Statement of Community Involvement (SCI) which provided a starting point on the minimum consultation standards and potential methods expected during the stages of plan production.

## **4. Options Report Consultation August - October 2011**

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- 4.1 An evidence base was collated in the beginning of Plan production which set out the current baseline conditions in the area and their likely evolution. This enabled the key issues in the area to be identified and potential areas of development to form options. The evidence base was prepared by Council officers and included early engagement with a wide range of key stakeholders including Centro and the Environment Agency.
- 4.2 Internal consultation and briefings with Cabinet and Ward members took place early on in the process to inform them of the steps of plan production and to provide opportunity to input towards the evolving options.

- 4.3 A number of development options for key areas of change identified in the area were presented within the report, to gauge public and stakeholder opinion during consultation on the best way forward to form a preferred option at the next stage of the Plan. A sustainability appraisal of the options report was published for consultation alongside the plan and made available on the website.
- 4.4 An initial consultation ideas paper was prepared internally which identified various groups and demographics within the local community that could potentially be viewed as 'hard to reach' such as young people, the elderly, sub groups of women, migrants and people with disabilities. The potential barriers to participation were also considered such as language, cultural factors and accessibility. Potential consultation methods (detailed below) were then considered that could address and mitigate these issues to ensure the widest possible means of engagement and that were in line with the SCI.
- 4.5 The Options Report consultation period was extended after an initial 8 week period to 12 weeks to take into account of school holidays and Ramadan. The extension was publicised to stakeholders by email and through the website.
- 4.6 A total of 114 comments were received from individual consultees during this consultation. (Appendix 1a)

## Consultation Methods

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### Newsletters

- 4.7 Newsletters were posted to every address within the AAP boundary, amounting to approximately 11,000 distributed. This included local residents, businesses and community groups. An initial newsletter (Appendix 2) was sent in March 2011 before the consultation period began to inform the local community and stakeholders of the intention and stages of the plan with a summary of options and details of when the public consultation would take place.
- 4.8 A second newsletter was distributed in August 2011 to all addresses in the AAP area at the beginning of the consultation period which summarised the Options Report, details of the consultation events taking place and how to put forward comments online, by phone or by post.
- 4.9 The newsletters could be translated upon request to make them more accessible to households where English was not the primary language. Three translations were requested and completed (one in Somali and two in Urdu).
- 4.10 A third, follow up newsletter was issued in March 2012 which provided a brief summary of consultation responses within each sub area and the next steps of the plan, forming the preferred option.
- 4.11 A number of telephone queries and visitors attending exhibitions mentioned being notified through newsletters, suggesting they were widely received.

### Consultation Events

- 4.12 Ten staffed public exhibitions (detailed in Appendix 2, newsletter 2 and in the newsletter extract below) were held at various locations across the AAP area, with two dates at five venues which were selected on the basis of being local community venues, that were accessible and where there would be passing footfall. The dates included evenings and weekends to provide participants opportunity to attend outside of working hours. A number of exhibition panels set out the options and plans in a clear visual format for each area of the plan. Comment forms (Appendix 3) were provided to allow written comments to be put forward on the day or to be taken away. Verbal comments received were also recorded.

DATE	VENUE
Wednesday 17th August • 12midday - 4pm	ASDA • Small Heath.
Monday 22nd August • 2pm - 6pm	Saltley Methodist Hall • Alum Rock Road.
Thursday 1st September • 12midday - 4pm	ASDA • Small Heath.
Monday 5th September • 12midday - 4pm	Morrisons • Small Heath.
Saturday 10th September • 10am - 2pm	Small Heath Leisure Centre • Muntz Street.
Monday 12th September • 4pm - 8pm	Pheonix Hall • Bordesley Village, Tow Path Close, Garrison Lane.
Wednesday 21st September • 2pm - 6pm	Saltley Methodist Hall • Alum Rock Road.
Thursday 29th September • 5pm - 9pm	Pheonix Hall • Bordesley Village, Tow Path Close, Garrison Lane.
Tuesday 4th October • 4pm - 8pm	Morrisons • Small Heath.
Saturday 8th October • 10am - 2pm	Small Heath Leisure Centre • Muntz Street.

### BPAAP Options Report Consultation Exhibitions 2011

- 4.13 Venues that were most successful were the major local supermarkets and Small Heath Leisure Centre due to existing passing footfall, attracting approximately 60 visitors that talked to officers at each event. Community venues (e.g Saltley Methodist Hall, Phoenix Hall) which involved dedicated trips to participate were less successful, together attracting approximately 10 visitors that gave views during the consultation.

Newsletters and copies of the plan were also made available at local libraries and community centres in the area.

#### Letters/Emails

- 4.14 Letters/emails were sent to statutory consultees and some 30 community groups which were identified in the area, through a periodically updated database (Appendix 4), gathering information through existing databases in the Council and contacts via Hodge Hill constituency. The community groups represent sub groups in the local community engaging various sections of the community in the process.
- 4.15 Local landowners and developers known to the Council through contact during the AAP process and through the Core Strategy (Birmingham Development Plan) consultation database were informed of the consultation.

#### Meetings

- 4.16 Meetings were held with a number of landowners and community groups which were either initiated by the community groups or by officers, following the distribution of consultation information. The AAP was presented to Birmingham Access Committee, a registered charity group which represents people with disabilities and mobility difficulties with regard to the access and provision of appropriate facilities across the city.
- 4.17 Officers attended relevant ward and constituency committees to provide formal briefings to elected councillors and members of the public in attendance who were able to put forward questions and comments. A drop in session with officers was also arranged at the Council House for local Councillors interested in the Plan (29 June 2011).

#### Website and Online Consultation

- 4.18 A dedicated web page was hosted on the Council web page for the AAP which was updated regularly as required. The Options Report and details of the consultation and how to respond were outlined as well as copies of the newsletters and the sustainability appraisal. Details of the consultation events were published on the webpage as well as contact postal details with a dedicated AAP email address, and details of how to comment by post and telephone if preferred.
- 4.19 An online consultation portal gave an opportunity to provide comments online. Members of the public and stakeholders were able to view the document online and comment directly through the portal. The number of comments received electronically were however limited (25 total) which may have been due to the reliance upon traditional means of sending comments such as letters and time consuming factors such as the need to register to use the software. Encouragement to use online software in future consultations was supported, as this would likely grow in the future and in addition was time saving in respect of analysing comments.



- 4.20 Social media was incorporated in to this consultation as a means of raising awareness by using existing platforms for the Core Strategy, which at the time had a dedicated twitter and facebook page, enabling updates regarding consultations events.

#### Schools engagement

##### a) Primary Schools

- 4.21 A pre- consultation event was held at the City Council in November 2010 as part of a 'National Takeover Day' offering children the opportunity to work alongside employees and get involved in decision making in a range of organisations. A number of primary school children from Junior and Infant schools in the Bordesley Park AAP area including Adderley, Parkfield and Somerville School took part in activities such as plotting their journeys to school and understanding issues in their neighbourhoods and the wider AAP area, giving views as well as identifying improvements, development opportunities and considering options at the Wheels site. This was a useful and productive session, giving young voices a chance to be heard and to input in to the plan of their local area. The pupils then presented their ideas to the Director of Planning and Regeneration.

##### b) Secondary School

- 4.22 Two successful consultation sessions were held at Bordesley Green Girls' School, where officers contributed towards a lesson involving discussions and activities relating to the issues in the Bordesley Park area, potential uses at the Wheels site and improvements to the wider area including the local shopping centres. Pupils engaged well and put forward some useful ideas from a young adult's perspective of their local area.

#### **Summary of consultation responses on the Options Report August 2011.**

- 4.23 The Options Report set out the Council's initial proposals for the Bordesley Park area. As well as setting out the broad vision and key opportunities including promotion of growth, improving connectivity, enhancing the environment and promoting sustainability, it set out proposals for the then four identified areas of transformational change. These comprised the Wheels site and environs, Adderley Park, Alum Rock Road and Small Heath Local Centre.
- 4.24 For each of these areas a number of development options were presented along with a commentary on the challenges presented by implementation. The plan also set out proposals for the area's six neighbourhoods which focussed on a range of more local scale development issues such as smaller sites and other opportunities for environmental change and enhancement.

- 4.25 Of the statutory and general consultees there was broad support for the plan received from English Heritage, Environment Agency, Centro, Canal and Rivers Trust (then British Waterways) and Network Rail. WM Police commented on the need for increased emphasis on community safety issues and Sport England raised concern over the potential loss of existing sports facilities at the Wheels site. A number of amendments were made to the plan to reflect the comments received.
- 4.26 Regarding the key areas of change:
- The Wheels Site was shown as having potential for four different development scenarios – comprising Incremental Change, Residential, Major Leisure Attraction and Industrial and Employment.
- 4.27 Most comments received related to the future of the existing sports facilities, and occupiers and users made a number of submissions including both paper and electronic petitions to the City Council regarding the loss of the existing facilities. Comments were also received about environmental issues caused by a number of businesses operating in the area and support for enhanced provision of school places. Given the need to increase the supply of high quality industrial land in the area, the subsequent Preferred Options Report identified the Wheels site for employment uses setting out that the Council would work with occupiers regarding options for consolidation/relocation of their facilities.
- 4.28 Adderley Park was shown as having options for three development scenarios and each received an element of support. The Preferred Option Report took forward a combination of two of the options – promoting scope for a mix of employment, community and educational uses enhancing the setting of the park and Adderley School.
- 4.29 Alum Rock Road's options comprised a do minimum and extension of the centre to the east. Again, both options received support through consultation, including comments on limited opportunities for growth and how expansion of the centre would address this. The Preferred Option Report took forward a combination of both options and this reflected the new centre boundary in the then emerging Shopping and Local Centres SPD. A number of comments were received regarding parking issues and the need for additional community facilities.
- 4.30 Three options were presented for Small Heath Local Centre – comprising Do Minimum, the creation of gateway development to the west, and Local Centre Consolidation where new investment would be encouraged in the heart of the local centre. Combinations of the first two options were taken forward into the Preferred Options Report which also addressed further a number of transportation issues raised.
- 4.31 Comments were also received on the sections of the Options Report that dealt with the six neighbourhoods. Comments received about these areas included concern over non-conforming industrial uses, support for a wider mix of housing, potential for residential development within the Cherrywood Road area, support for additional community facilities, the opportunities to enhance the area's parks and address a

number of environmental issues. Support was received for enhancing the area's green infrastructure, improvement of rail services and opportunities presented by the canal corridors. Again, the Preferred Options Report responded to these issues.

## **5 Preferred Options Consultation July-October 2013**

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- 5.1 A similar approach was adopted as the previous consultation. A mail shot of newsletters to every address within the AAP boundary was considered to be an effective means of reaching all households, with offer of translation communicated in various languages within the newsletter. This was followed by public exhibitions to allow face to face discussion with officers and detailed meetings with stakeholders and local businesses as requested or considered appropriate following discussion at events or written comments. In total 157 comments were received by 142 contributing consultees (a bulk submission of 200 comment forms in support of proposals at Adderley Park was also received).

### Newsletters

- 5.2 A newsletter (Appendix 2 issue 4) was distributed to all addresses in the AAP area, (approx. 11,000) as in the Options Report consultation, providing opportunity to comment on the Preferred Options report through a dedicated email address, telephone, online and by post. Details of staffed consultation exhibitions were also outlined. The newsletter summarised the preferred option on each of the areas of opportunity identified in the options report and other key proposals.

### Consultation events

- 5.3 Eight, staffed public exhibitions (Appendix 2 newsletter 4 and newsletter extract below) were held at 5 venues across the AAP area in the most suitable locations possible. A supermarket venue that had been successful in the previous round of consultation and had available exhibition space was utilised again. Small Heath Library and Leisure Centre were used as community venues, although they would require dedicated trips and footfall was anticipated to be lower at these venues.

Venue	Dates and Times	Time
Small Heath Library, Muntz Street	Friday 23 <sup>rd</sup> August 2013	09:00 - 12:00
Small Heath Library, Muntz Street	Thursday 29 <sup>th</sup> August 2013	12:00 - 1800
Washwood Heath Health Centre	Monday 2 <sup>nd</sup> September 2013	14:30 - 19:30
South & City College Birmingham	Tuesday 10 <sup>th</sup> September 2013	09:00 - 12:00
Small Heath Leisure Centre	Saturday 14 <sup>th</sup> September 2013	09:30 - 12:30
South & City College Birmingham	Wednesday 18 <sup>th</sup> September 2013	14:00 - 18:00
Asda Small Heath	Thursday 26 <sup>th</sup> September 2013	10:00 - 15:00
Asda Small Heath	Wednesday 2 <sup>nd</sup> October 2013	15:00 - 20:00

#### BPAAP Preferred Options Report Consultation Exhibitions 2013

- 5.4 South and City College in Bordesley Green was attended by officers on two dates in order to specifically gain the views of young adults and staff members. Exhibition panels provided clear visuals of the preferred option at each development area and other key proposals. The dates included evenings to provide opportunity for residents and visitors to comment outside of normal working hours.
- 5.5 A total of 120 comments were received at the exhibitions through discussions with officers, some of which were expressions of general interest and some people took away information. The supermarket location and Small Heath Library attracted the most visitors due to passing footfall and an increase in dedicated trips to the library during this consultation. This may have been an indication of an increased local interest in the proposals at this later stage.
- 5.6 Newsletters and copies of the plan were made available at local libraries and community centres in the area.



**Bordesley Park AAP Preferred Options consultation event: Asda Small Heath**

### Letters/ email

- 5.7 Letters/emails were sent to some 30 community groups which were identified in the area, (Appendix 4). Consultation databases were updated and community groups, landowners, developers and members of the public who had previously left contact details and had commented were informed of the preferred options stage and consultation.

### Meetings

- 5.8 Officers attended relevant ward and constituency committees to provide formal briefings to elected councillors and members of the public in attendance who were able to put forward questions and comments.
- 5.9 A number of meetings were held with landowners, businesses and stakeholders that were interested or affected by proposals including businesses at the Wheels site. This was often following attendance at the public exhibitions or following written submissions where issues and comments were discussed with officers in further detail. Comments by statutory consultees were followed up where necessary and

discussed in further detail in meetings. These meetings were all useful to refine proposals and contribute towards the Submission version of the plan.

#### Website and online consultation

- 5.10 The webpage for the AAP was updated with a copy of the Preferred Options report and details of the consultation and how to comment through a dedicated email address, by post, telephone and online via the Objective consultation portal. The Preferred Options report was enabled on the consultation portal so that individuals could comment on specific areas, guided by questions based upon the comments form (Appendix 3). While comments submitted online were limited in comparison to those submitted by post, it was considered useful to offer this option and encourage submissions electronically as a modern means of submitting views in the spirit of 'e-planning' and time saving for officers in terms of collating and analysing comments. A total of 40 comments were received on the online portal, a slight increase from the previous consultation.
- 5.11 Similarly social media was considered a popular means of informing users, however without department based social media pages available at the time of consultation and limited staff resources it was not possible during this consultation period to consult via social media platforms. The corporate City Council social media pages were not considered to be specific enough to use as a tool to reach people living within the AAP area.

#### Young people engagement

- 5.12 Due to the timing of the Preferred Options consultation through the school summer holidays and during the beginning of school term time, it was not possible to engage in further school sessions. However two consultations events were arranged at South and City College in Bordesley Green which gave opportunity for young adults to discuss the proposals with officers in person and 20 students and staff provided their views in total.

#### **Summary of consultation responses on the Preferred Options Report. 2013**

- 5.13 The Preferred Options Report responded to both the consultation undertaken on the Options Report and further technical work regarding proposals. It set out the preferred development proposals for the four original areas of transformation and introduced a fifth area of potential major change – that being the Cherrywood Road area which was identified as having scope to deliver a significant amount of new housing. This area was introduced following comments received through consultation – particularly from landowners wishing to bring their sites forward for development.
- 5.14 A large number of comments were received from the Statutory and general body consultees. Centro made a number of supportive comments including the AAP's references to HS2, public transport, rapid transit links and the Camp Hill Chords and supported the proposals for employment and housing growth. English Heritage noted the additional references included to the area's local character and suggested that a map of historic assets should be included, and this was incorporated into the Pre-

Submission Report. The Environment Agency acknowledged increased reference to the River Rea and that further information should be included regarding Sustainable Drainage. Sport England set out disappointment that a study on the sports uses on the Wheels site had not been prepared. In response to this, further work was commissioned regarding potential relocation of the site occupiers. West Midlands Police welcomed changes incorporated into the document and suggested that there should be clearer demarcation between the plan's policies and supporting text. Natural England welcomed the further information and map relating to green infrastructure and suggested the need for creation of new green infrastructure assets.

- 5.15 Regarding the areas identified as Key Opportunities for Change, the Wheels site generated the most comments. The petition from the Options stage of the AAP was resubmitted and there were individual submissions from a number of the site's occupiers, users, sport promoters and national organisations representing racing, stock cars and karting. A significant number of submissions were received from users of the speed skating facility . These included the suggestion of consolidation of existing uses on part of the site and concern over the future operation of the leisure activities and the Wheels site itself. Concern over the operation of some waste activities was raised again. In response, the Council continued to consider the importance of the site in terms of meeting the city's employment land requirements and undertook further work regarding potential relocation opportunities. Proposals for the Wheels site were also considered during the preparation of the Birmingham Development Plan (BDP) with site occupiers making representations at the BDP's Examination in Public in 2014. Within the BDP, the Wheels site was zoned and then confirmed as Core Employment Area and the Inspector's text modifications to the BDP were also incorporated into the AAP.
- 5.16 The Cherrywood Road area was introduced within the Preferred Options Report as an additional key opportunity area for change, and this secured positive comments from a major land owner, house builder and Centro. An industrial occupier in the area raised concern over inclusion of their site as a potential longer term residential opportunity and this proposal was subsequently omitted from the Pre-Submission version of the plan, although text alterations referred to opportunities to bring forward further housing development would be explored.
- 5.17 A large number of returned questionnaires supported the AAP's mixed use proposals for the Adderley Park area, particularly proposals for community uses which have since come forward. The local school also was supportive of the proposals.
- 5.18 Alum Rock Road generated ongoing concern over a number of traffic and transportation issues and the AAP continued to refer to these. Similar concerns were raised with respect to Small Heath local centre, along with concern over development of open space at Millward Street (this site has since been developed in part with housing).
- 5.19 The Neighbourhoods section of the AAP secured a wide range of comments mainly from local residents including support for rapid transit proposals, the need to address delivery of proposals, that the AAP must accommodate existing businesses and jobs,



and support for the plan in addressing a range of environmental issues including removal of scrap yards, and addressing a number of transportation issues.

## **6 Pre- Submission Consultation March – May 2017**

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- 6.1 The pre-submission consultation was a final opportunity for comment before the AAP is submitted for independent examination. Comments and representations were invited from statutory and general consultation bodies, community groups and local residents and businesses on the 'soundness' of the Plan in accordance with legal requirements (by email and post).
- 6.2 A similar approach to public consultation was incorporated as previous consultations including staffed exhibitions at venues that encouraged the most response in previous consultations.
- 6.3 Local Ward Councillors and MPs were briefed by email with information relating to the pre-submission stage of the plan and its proposals and how to submit comments.
- 6.4 A total of 82 comments were received by contributing consultees including from consultation events. This is lower than previous consultations, despite a similar consultation approach possibly as those wanting to have expressed their views previously.

### Newsletters

- 6.5 In this last round of area wide consultation, a follow up newsletter (Appendix 2 Newsletter 5) was issued to every resident/ business address in the AAP area, consistent with previous newsletters, detailing the pre-submission version of the plan, its proposals and how to view the document and comment including details of exhibitions. Translation was again available upon request. The newsletter set out that this was the final opportunity to comment on the AAP prior to its submission to the Secretary of State.

### Consultation Exhibitions

- 6.6 Six staffed exhibitions were held at local venues within the area action plan boundary. Venues which had been more successful in previous rounds of consultation such as a supermarket in Small Heath and the Health and Wellbeing Centre were used again..

Venue	Date	Time
Asda, Small Heath	Wednesday 22 <sup>nd</sup> March	10am – 2pm
Small Heath Wellbeing Centre, Muntz Street	Saturday 25 <sup>th</sup> March	9am – 12noon
Asda, Small Heath	Tuesday 28 <sup>th</sup> March	3pm – 7pm
Washwood Heath Health and Wellbeing Centre, Clodeshall Road	Thursday 30 <sup>th</sup> March	10am – 1pm
Washwood Heath Health and Wellbeing Centre, Clodeshall Road	Tuesday 4 <sup>th</sup> April	3pm – 7pm
Small Heath Wellbeing Centre, Muntz Street	Thursday 6 <sup>th</sup> April	4pm – 8pm

#### BPAAP Pre-Submission Report Consultation Exhibitions 2017.

- 6.7 A total number of 60 comments were recorded at public exhibitions, which were mainly from local residents and businesses in the area. The supermarket again was the most successful exhibition in terms of footfall and volume of comments received. Newsletters and hard copies of the plan were made available at community buildings in the area.
- 6.8 Letters and emails informing of the consultation and how to comment and make representations on the soundness of the plan were sent to an updated list of statutory and non-statutory consultees including regional utilities and public transport companies and local community groups (Appendix 4)

#### Website

- 6.9 The AAP webpage was updated, and details of the AAP and consultation were listed on the current City Council consultation portal 'Be Heard'. A few responses were received from this forum.

#### **Summary of consultation responses on the Pre-Submission Report. 2017**

- 6.10 Further comments were received from a number of the statutory consultees and general consultation bodies. The Environment Agency acknowledged changes to the plan made in light of previous comments and continued to set out the importance of the River Rea and additional text changes have been incorporated into the plan regarding the setting of new development along the river. Historic England also recognised how earlier comments had been addressed and suggested further

reference should be made to the historic environment. Sport England outlined that there is a need to undertake assessment of the leisure facilities on the Wheels site in accordance with Paragraphs 73 and 74 of the National Planning Policy Framework, and although the plan does not refer to this, a formal assessment is now underway. Sport England also referred to some of the activities on site could be referred to as bad neighbours and could be difficult to relocate. Highways England provided further supportive comments and West Midlands Police requested a reference to partnership working in the delivery section which has now been included. Transport for West Midlands made a number of comments including references to a number of other existing and emerging policy documents, the need to protect the alignment of Bordesley Chords and show the routes of both Metro and Sprint within the plan. These points have been addressed in the submission version of the AAP.

6.11 A number of submissions related to the Wheels Site and environs. A local company set out concerns about potential constraints that may be placed on businesses should the Bordesley Green Girls' School site be extended. A further existing business expressed concern over being included within the area identified for industrial redevelopment. Further discussions will take place with these occupiers as proposals move forward. Substantial comments were received from Birmingham Wheels, site occupiers and users regarding the potential impact of the plan's proposals on the Wheels site and its occupiers. This included the continuing demand for the site and its activities, potential for consolidation of facilities, how the AAP threatens the future of the site and should provide greater protection and certainty including designation of the site as a sports hub, that the reference to core employment land should be deleted and that the reference to the need for employment land is not compelling, BDP policy GA7 should be set out in full, the site has importance for Green Infrastructure, suggestion that the Council has not worked with the local community or had discussions with neighbouring authorities regarding relocation opportunities and that the onus is on the Council to identify alternative sites and address the policy requirements of the National Planning Policy Framework. A number of text changes were suggested in submissions to reflect the comments about consolidation of existing facilities and safeguarding existing activities on site.

- 6.12 In response, the range of activities on the Wheels site is acknowledged and the Council will work with occupiers regarding options for their future operation – the AAP continues to reflect BDP policy GA7 which refers to replacement elsewhere and/or consolidation. The AAP now highlights the Wheels site as Core Employment Area – which again reflects the adopted BDP. The need for employment land is compelling, as evidenced by the Employment Land Assessment 2017 and existing pressures on the city's industrial land supply and the ongoing need to deliver new employment opportunities. As such it is not considered appropriate to designate the site a sports hub. The site is recognised as having some green infrastructure potential in the AAP and this will be considered further as development is moved forward.

- 6.13 There was ongoing support for residential development within the Cherrywood Road area. A large number of additional comments were made at the exhibitions held across the area. Many people wanted further information or explanation of proposals, whilst others made specific comments about the plan. Common themes included interest in the delivery of new jobs and homes, interest in Metro and transport issues, ongoing concerns over traffic and parking, concern over a range of environmental issues and the need to safeguard and support existing businesses. A number of members of the speed skating club attended exhibitions to set out the need to safeguard that facility.



# Bordesley Park

## Area Action Plan

Page 403 of 532



## What is the Bordesley Park Area Action Plan?

The AAP will be a statutory land use plan and form part of the overall planning framework for the city. It will identify proposals for the use of land, and policies to guide development, providing direction for the regeneration and transformation of the area over the next 15 years.

The AAP will set out the 'vision' of the local community for the future of the area. Responding to the key issues in the area, the aims of the AAP are likely to include:

- Attracting quality employment opportunities for local people.
- Improving housing choice.
- Promoting the success and vitality of local centres.
- Improving education and community facilities.
- Creating an attractive physical environment with high quality green spaces.
- Improving connections within the area and to the city centre.



## How will the plan be prepared?

The AAP will be prepared, consulted upon and adopted over a three-year period. Work on the plan commenced in November 2009, and will follow a statutory process.

In consultation with local stakeholders we have identified the key issues and opportunities in the area. This has informed an 'evidence base' which will be updated throughout the plan-making process.

We have also been working to establish what forms of development would be suitable and viable in the area, and what approaches can best help create a sustainable neighbourhood. This will feed in to an 'options report' that will highlight a series of options and opportunities for the area.

Wide-ranging public consultation will be undertaken on the AAP commencing with the options and opportunities identified in the 'options report' in spring 2011, and on a 'preferred option' later in the year. This is important for the production of a successful plan: it will ensure that the views of the local community and their aspirations for their neighbourhood are at the heart of the AAP.

## What options are being considered?

The plan will focus on activity that will help to deliver the community's vision for their area. The options that are being considered have been informed by the following opportunities:

### Transformational change

We have identified four areas that offer the potential for transformational change, where new development or new uses can help deliver the aims of the plan.

- The Birmingham Wheels site represents a major opportunity for further development of regional or national significance.
- Adderley Park is a significant asset, and the AAP will consider options for the regeneration and renewal of the area and its surroundings.
- Alum Rock Road is a vibrant shopping area; the AAP will support its future growth as well as measures to improve its environment.
- Small Heath is an important local centre; options will include proposals to enhance the western gateway into the local centre.

Your views on the options for these areas will be sought through public consultation.

### Connectivity

The area can benefit from its proximity to the city centre through opportunities for improved connections with the city centre and across the AAP area. This will incorporate improvements to walking routes and green spaces as well as enhanced public transport including proposed rapid transit routes. The opportunities for the area that may arise from the government's High Speed 2 rail proposal between Birmingham and London should also be maximised.

### Growth

There is an increasing need for new housing, community and education facilities to meet the requirements of the growing population. At the same time, options should promote high quality local employment opportunities by providing the conditions to enable businesses to grow.

### Townscape

There are a number of opportunities for new development, and for enhancing or redeveloping poor quality sites, to improve the environment and visual character of the area. Making the most of the existing assets, from attractive buildings to waterways and natural green spaces, will be important in creating a high quality townscape.

### Sustainability

New development should be well connected to pedestrian and public transport routes, and opportunities to contribute to the city's carbon reduction targets will be considered within all options.



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We are happy to receive comments at any stage. A wide ranging period of consultation will be held during the summer when we will hold meetings and exhibitions, and invite detailed comments on the Options Report and work undertaken to date.

Consultation on the Options Report will take place over eight weeks, beginning 17th August 2011. You will be able to put forward your comments in a range of ways. We encourage you to use our web-based consultation system which can be accessed at [www.birmingham.gov.uk/bordesleyparkcss](http://www.birmingham.gov.uk/bordesleyparkcss)

Alternatively, you can respond by post too:

**Birmingham City Council**  
Department of Planning and Regeneration,  
East Planning and Regeneration Team,  
PO Box 2470-19,  
Birmingham,  
B1 1TR

by telephone: (0121) 464 9858

or in person at one of the consultation events listed below:

DATE	VENUE
Wednesday 17th August • 12midday – 4pm	ASDA • Small Heath.
Monday 22nd August • 2pm – 6pm	Saltley Methodist Hall • Alum Rock Road.
Thursday 1st September • 12midday – 4pm	ASDA • Small Heath.
Monday 5th September • 12midday – 4pm	Morrisons • Small Heath.
Saturday 10th September • 10am – 2pm	Small Heath Leisure Centre • Muntz Street.
Monday 12th September • 4pm – 8pm	Phoenix Hall • Bordesley Village, Tow Path Close, Garrison Lane.
Wednesday 21st September • 2pm – 6pm	Saltley Methodist Hall • Alum Rock Road.
Thursday 29th September • 5pm – 9pm	Phoenix Hall • Bordesley Village, Tow Path Close, Garrison Lane.
Tuesday 4th October • 4pm – 8pm	Morrisons • Small Heath.
Saturday 8th October • 10am – 2pm	Small Heath Leisure Centre • Muntz Street.

أما رافقت هذه التطورات بالعربية ، بما في التغيرات المطبوعة بحروف كثيرة والسماحية ، يرجى أن نطلب من شخص يتعمد اللغة التشيكية ليعلمنا ، بما في ذلك ، على الأقل ،

Si vous souhaitez obtenir ces informations en français, notamment en gros caractères ou sur cassette audio, veuillez demander à une personne qui parle anglais d'appeler à votre place le numéro de téléphone indiqué ci-dessus.

ਭੇ ਗੱਲੋਂ ਇਹ ਸਮਝਾਈ ਜਿਹੀ ਹੋਵੇ, ਜਿਹੀ ਸੁਰੱਖਿਅਤ ਹੋਵੇ ਤਾਂ ਸ਼ਾਇਦ ਸਾਰੀ ਭਾਈ  
ਜਿਹੀ ਸੁਰੱਖਿਅਤ ਹੋਵੇ ਤਾਂ ਸ਼ਾਇਦ ਸਾਰੀ ਭਾਈ ਜਿਹੀ ਸੁਰੱਖਿਅਤ ਹੋਵੇ ਤਾਂ ਸ਼ਾਇਦ  
ਭਾਈ ਜਿਹੀ ਸੁਰੱਖਿਅਤ ਹੋਵੇ ਤਾਂ ਸ਼ਾਇਦ ਸਾਰੀ ਭਾਈ ਜਿਹੀ ਸੁਰੱਖਿਅਤ ਹੋਵੇ

আলফি যদি এই সময় লেখেন, হয় সমস্ত এক অধিবাসী দেশের মত, তবে বলা হয়ে উঠতে পারে যে অন্যদিকে এখনও একটি অসংখ্য মানুষকে পথ হারাচ্ছে।

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Hadaad siirbaartan ku doonayd Goomaal, oo ay ku jiraan farta waaweyn iyo maqal, fadhig wadidoo qof ingiriisda ku hadlaan lama ku wado rambadka waga waa ku jiraan.

如果你要翻譯成中文的這套資料包括  
大學體版或錄音版，請與一位會說英語的人士  
來進行上述的區區溝通。

تذکره نام زیاریان است به نوری و به چلی قنوره و بیستالی و بیست،  
نام شایسته دارد که نامش باشد که به اینگونه بنامش شده باشد که  
نمودی که چلی از پادشاهی باشد به نام زماره یا سرور.

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اگر این اطلاعات را به فارسی می خوانید:  
که شامل واپ دراست و فرم هویتی می باشد لطفاً از فردی که انگلیسی صحبت می کند بخواهید که از سوپر شما یا پلیس د اسی ایتمپت بگیرد.

Jeżeli chciałby Państwo otrzymać za darmo informacje w języku polskim, w tym także dużym drukiem lub na taśmie audio, należy poprosić osobę mówiącą po angielsku, by zadzwoniła w Państwa imieniu na podany numer telefonu.

Nếu quý vị muốn có thông tin này bằng tiếng Việt Nam, hãy gọi cả chữ in lớn và hàng ghi đầu, xin một người nói tiếng Anh thay mặt cho quý vị gọi vào số điện thoại ở trên đây.



Newsletter • August 2011

**Birmingham City Council** contacted you with a newsletter in March of this year to inform you about the **Bordesley Park Area Action Plan (AAP)** - a statutory planning document which is being prepared for your area.

The AAP will form part of the overall planning framework for the city. It will identify proposals for the use of land, and policies to guide development, providing direction for the regeneration and transformation of the area for the next 15 years.

The aim of the AAP is to build upon your area's assets, and position it as an area which offers a range of employment opportunities for local people, attractive and thriving local centres, high quality housing, infrastructure that meets the current and future needs of business and residents, and a clean, safe and attractive environment in which to live and work.

Its production is being led by Birmingham City Council, but all stakeholders including residents, businesses and landowners, are invited to influence the plan. We want to work in partnership with you - the local community - to make sure that the plan's vision reflects your aspirations for the future of your neighbourhood. The back page of this newsletter explains how you can get involved and influence the transformation of your area.

Local stakeholders have already influenced the development of a range of options which will be presented in the Options Report, to be published this summer.





As explained in our first Newsletter, the process for preparing the AAP is set by government, and the plan will be prepared, consulted upon and adopted over a three-year period.

So far we have:

- Prepared a detailed evidence base.
- Identified the key issues in the area.
- Engaged with a range of landowners and interests.
- Identified opportunities for change within the area.

This work has led to the development of a range of options and ideas for the area which are outlined below. Further information will be available, including the full Options Report, at a series of staffed exhibitions to be held across the area as well as on the City Council's AAP website.

### Summary of the Options Report

The overall vision for the AAP is for "a revitalised neighbourhood, delivering growth within a high quality urban environment". A set of challenging and aspirational long term objectives are proposed to address the issues in the area focused upon promoting growth, improving connectivity, enhancing the environment and best practice in sustainability. Targets for the AAP include 500 new homes; 840 primary and 900 secondary school places to meet the needs of the growing population; and 3000 new jobs across a range of skills and types.

#### Neighbourhoods

To enable issues and potential opportunities to be considered at the local level the Options Report has split the AAP area into six neighbourhoods - Vauxhall, Washwood Heath, Bordesley Village, Bordesley Green, Small Heath (North) and Small Heath (South). In each area a range of possible actions are identified including potential development opportunities, specific measures to address local issues and the overall enhancement of the area.

The potential opportunities within the area vary in nature and scale; however there are four areas that it is felt offer the greatest potential for change:

#### Wheels Site and Environs

The Wheels site, located between Arden Road and Garrison Lane, is a focus for wheeled and outdoor leisure activities. Four potential options are identified for the future development of the Wheels site and adjacent land, these are:

- Incremental change over time to extend the range of leisure attractions on the site.
- Residential development to provide a range of housing types.
- A major leisure or sporting attraction.
- Industrial or employment development.

All these options would require improved access (including pedestrian routes), an enhanced environment and additional community facilities.

#### Adderley Park

The area to the north of the Wheels site incorporates Adderley Park and adjoining streets, including industrial premises on Adderley Road and Arden Road. The Options Report sets out the need to improve the local environment

and address traffic problems in the area. Options are also considered which could deliver more substantial change and alter the focus of the area to either residential or industrial. All options retain and enhance Adderley Park as a significant recreational asset, as well as considering the needs of Adderley Primary School.

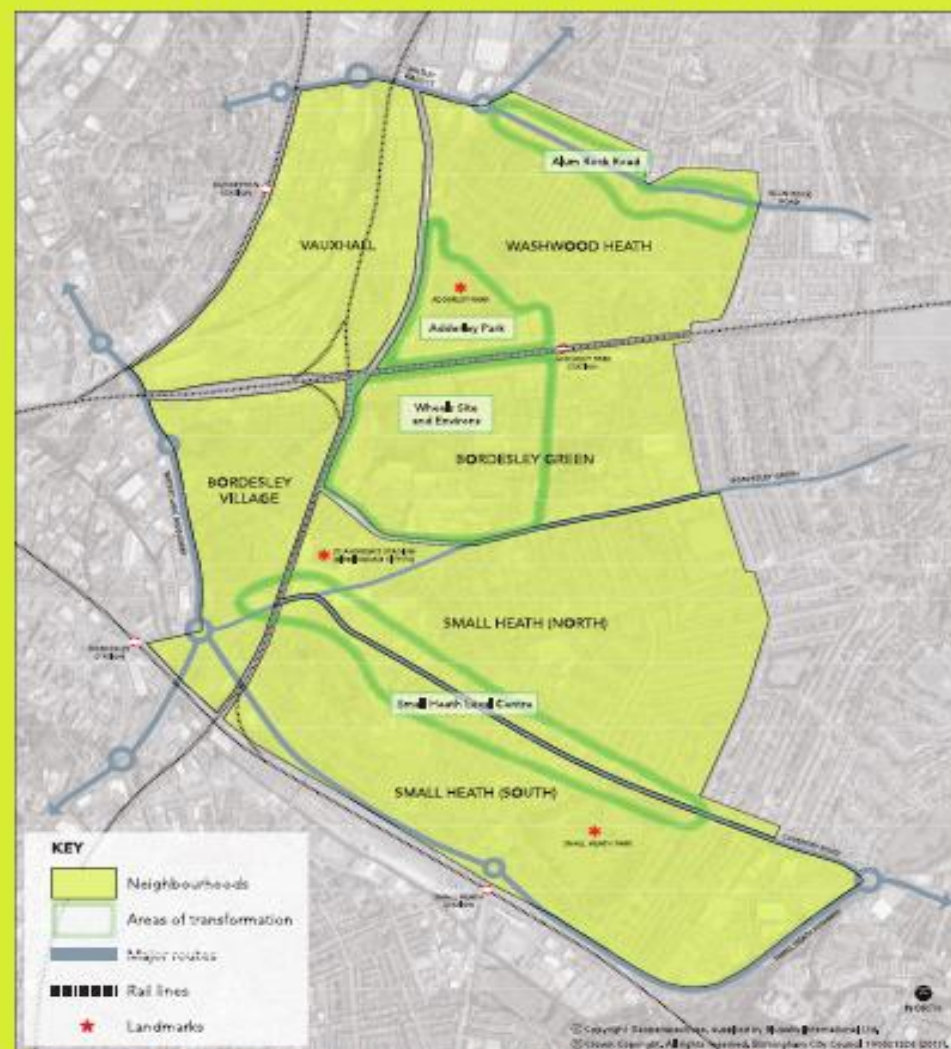
#### Alum Rock Local Centre

Alum Rock Road is identified as an important local centre where the accommodation of growth and addressing car parking issues are key priorities. Two options are proposed for Alum Rock; accommodating growth by making better use of existing sites and buildings within the centre and expansion of the centre through growth to the east.

#### Small Heath Local Centre

There is the opportunity for further retail, business and community uses to be developed within the local centre, especially on vacant or underused sites. In addition the potential to create a significant 'gateway' into the centre from the City Centre is being explored. These options could be complemented by a review of non-conforming uses adjoining the centre and by reviewing the boundary of the centre to the east.

## Bordesley Park Area Action Plan - Neighbourhoods





# Bordesley Park Area Action Plan

Newsletter Issue 3 • March 2012

More than 100 local people, businesses, landowners and other stakeholders commented on the options for the future of the Bordesley Park area during August, September and October 2011. Thank you to all who submitted comments, attended meetings or spoke to the team at exhibitions; all of your comments will be taken into account as the next stage of the plan is prepared.

This newsletter provides an update on the progress of the Bordesley Park Area Action Plan, and gives you feedback about the outcomes of this consultation.

We expect to publish the next stage in summer 2012, at which point the community will again have the chance to submit formal comments before the plan is finalised.

## Where can I get more information?

If you have any comments or questions, or would like more information about the Bordesley Park Area Action Plan, you can contact the team in the following ways:

Website: [www.birmingham.gov.uk/bordesleyparkaap](http://www.birmingham.gov.uk/bordesleyparkaap)

Email: [planningandregenerationenquiries@birmingham.gov.uk](mailto:planningandregenerationenquiries@birmingham.gov.uk)

Phone: 0121 303 1115

Address: Planning Management  
P.O. Box 28  
Birmingham  
B1 1TU

To request this information in large print, audio cassette, Braille or in another language, please call 0121 303 1115.



The Area Action Plan (AAP) covers the area to the east of the city centre including Alum Rock, Saltley, Bordesley Green, Bordesley Village and Small Heath. It will set out land use proposals and policies which will help to make the most of the area's assets and address existing issues. It will support the revitalisation of the area, paving the way for a range of new employment opportunities, thriving local centres, high quality housing, and effective transport connections, in a clean, safe and attractive environment.



Printed on paper Bordesley Park AAP 2012, 2012, 2

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## Consultation on the Options Report

Consultation on the Options Report took place over a 10 week period in August, September and October 2011. Local people, businesses, landowners and other stakeholders were able to comment on the options presented. These included options for change at Adderley Park, at Alum Rock and Small Heath local centres, and at the Wheels site.

Consultation activity included:

- Newsletters to all addresses across the plan area, and to community groups and organisations
- Staffed exhibitions (including evenings and weekends) at various locations throughout the area
- Information available at local libraries and Neighbourhood Offices
- Presentations to Ward and Constituency Committees
- The website [www.birmingham.gov.uk/bordesleyparkaaap](http://www.birmingham.gov.uk/bordesleyparkaaap), which is linked to the Council's consultation portal
- Opportunities for schools to engage in the process, including successful sessions with pupils at Bordesley Green Girls School
- Meetings with various organisations, including Garrison Lane Centre, Friends of Sara Park and Small Heath Community Forum
- Meetings with individual businesses and landowners regarding opportunities for potential development or change of use

More than 100 formal comments were received during the consultation period, the majority of which were supportive of the opportunities presented by the plan-making process and the proposals for change.

### Summary of Consultation Responses

#### Adderley Park area

A number of comments received supporting more mixed use development of the area, including provision of further community facilities.

#### Alum Rock Road local centre

General support for the expansion of the centre to the east, but with a need to deal with local congestion and parking issues, and maximise development opportunities and improvements within the centre itself.

#### Coventry Road local centre

General support for the creation of an improved gateway at the western end of the centre, with the bringing of vacant and underused sites into more appropriate retail and other local centre uses.

#### Wheels site and Environs

Each of the 4 options presented in the Options Report secured a range of comments, with a number relating to the importance of the existing facilities on site.

#### Neighbourhoods

Comments received about more localised issues across the six neighbourhoods identified within the AAP area included smaller scale development opportunities, vacant sites and premises, non conforming industrial uses, and community uses wishing to expand. Many respondents made points about the need to improve sporting and community facilities, improve access to employment opportunities, improve facilities for younger people and the need for measures to secure improvements to the local environment.

### Next Steps

The AAP team are currently working through all the consultation responses and beginning to prepare the next stage of the plan, known as the Preferred Option. This will set out clear proposals for each of the areas of change and identify opportunities for improvement throughout the area, including transport and access enhancements.

The comments received in relation to Adderley Park, Alum Rock and Small Heath provided support for particular options, these will be developed in more detail for the Preferred Option.

The options for the Wheels site and environs all received some degree of support, but more work is required in order to identify a clear direction.

Consultation on the Preferred Option will take place this summer. This will give local residents, businesses, landowners and other stakeholders a further opportunity to comment on the plan before it is published and submitted to Government ahead of an independent examination and adoption.



## Summary of Preferred Options

### Key opportunities for change

The Preferred Options report identifies five areas of transformation, where the greatest change is envisaged. The proposals for these areas have been refined following consultation on the range of options presented previously in the Options Report, and reflect both careful consideration of your comments and further technical work. The key proposals are outlined below.

#### The Wheels Site and Environs

The preferred option promotes new industrial and business opportunities, creating a high quality employment site in an improved environment. This responds to market demand for large, purpose built employment uses in the City, and generates local job opportunities.

The option would see improved vehicle and pedestrian connections across the area, the potential to improve the site of Bordesley Green Girls School, and enhancement of the existing industrial area including measures to address amenity issues for adjoining occupiers. It will also include the consolidation and/or relocation of existing sport and leisure activities.



#### Cherrywood Road

The Preferred Options report defines a more detailed option for this area than had been considered previously, following the identification of two significant sites for residential development.

Proposals would see a range of new housing types to meet local need and improve the existing residential environment. This will require the City Council to work with existing occupiers to address amenity issues which may arise, particularly to deliver further growth in the longer term.

The AAP will also support improvements to the local centre at Bordesley Green.



#### Adderley Park

The preferred option here looks to address the poor environment by promoting a flexible mix of uses that contribute to both an improved physical environment through high quality buildings, and an improved neighbourhood incorporating new community and business uses. These uses should provide a buffer between the industrial uses to the south and west, and the residential environment to the north and east.

The option includes the enhancement of Adderley Park in terms of both quality and community use, and improvements to traffic management to address local traffic and HGV movement in the area.



#### Adam Rock Road

The preferred option combines a number of the options previously consulted on, as well as aiming to address further issues raised during consultation. It supports new development and improvements within the local centre - including at Saltley Gate to create a more attractive gateway to the centre.

It also incorporates the expansion of the centre to the east to provide new opportunities for retail or local centre uses, whilst recognising the need to protect the amenity of adjoining occupiers. Where opportunities arise, additional off road car parking provision will be supported.



#### Small Heath Local Centre

Again, the preferred option here combines various ideas considered through the Options Report. It proposes new development and improvements to the western end of the centre, creating a high quality gateway to Small Heath; this will be complemented by new development on a number of sites within the centre. The area around Parliament Street will be promoted for local enterprise, provided that these are of good design, contribute to the enhancement of the overall environment, and provide sufficient parking. The AAP recognises and supports the important role the centre plays in providing services and shops for the Arab and Somali community.



#### Key to Plans

Local Centre	Local Centre (existing)	Employment (existing)	Local environment	① Major development areas. Focuses for long term business development and amenity issues enhancement.
Residential	Local Centre (proposed)	Employment (proposed)	Local environment	② Major development areas. Focuses for long term business development and amenity issues enhancement.
Future Residential Development	Commercial development (existing)	Education and community uses (existing)	Local environment	③ Major development areas. Focuses for long term business development and amenity issues enhancement.
Existing Residential Development	Local Centre	Education and community uses (proposed)	Local environment	④ Major development areas. Focuses for long term business development and amenity issues enhancement.
Improvements to roads	Regulated outdoor and outdoor uses	Employment (proposed)	Local environment	⑤ Major development areas. Focuses for long term business development and amenity issues enhancement.
Use of a bridge building	Community uses	Employment (proposed)	Local environment	⑥ Major development areas. Focuses for long term business development and amenity issues enhancement.
Environmental and amenity improvements	Community uses	Employment (proposed)	Local environment	⑦ Major development areas. Focuses for long term business development and amenity issues enhancement.
	Community uses	Employment (proposed)	Local environment	⑧ Major development areas. Focuses for long term business development and amenity issues enhancement.
	Community uses	Employment (proposed)	Local environment	⑨ Major development areas. Focuses for long term business development and amenity issues enhancement.
	Community uses	Employment (proposed)	Local environment	⑩ Major development areas. Focuses for long term business development and amenity issues enhancement.

## Other proposals

A number of proposals in the Preferred Options affect more than one area, or fall outside the key areas of change. These include:

- Support for the development of a rapid transit route through the east of the city along Bordesley Green, providing improved links to the City Centre and airport. This will affect Bordesley Green local centre, and require significant improvements to key junctions in the area.
- Improvements to the sites of various schools across the area, to provide additional outdoor space and a more attractive educational environment.
- New housing development on vacant sites such as Millward Street, Ralph Road and Clodeshall Road.
- Measures to address non-conforming uses in residential areas, and to minimise the impact of industrial uses on the amenity of adjoining occupiers.
- Support for improvements to parks, including the provision of new sports facilities for community use, as well as more general enhancements to the environment across the area.
- Promotion of enhancements to pedestrian and cycle routes across the area as well as links to the City Centre.



Work on the AAP has been underway for some time. Although it is being led by Birmingham City Council, a range of stakeholders in the area, including residents, businesses and landowners have had a significant influence on the Plan's development. You now have a further opportunity to comment on the Preferred Options - essentially a first draft version of the AAP - and to inform the final Plan. We want to work in partnership with the local community to ensure that the final plan reflects your aspirations and ideas for the future of your neighbourhood.

You can view the full Preferred Options report on our website, and we encourage you to make comments via our online portal. Paper copies will also be made available at a number of local libraries and community centres. For more information, you can attend one of our consultation exhibitions.

Venue	Dates and Times	Time
Small Heath Library, Muntz Street	Friday 23 <sup>rd</sup> August 2013	09:00 - 12:00
Small Heath Library, Muntz Street	Thursday 29 <sup>th</sup> August 2013	12:00 - 1800
Washwood Heath Health Centre	Monday 2 <sup>nd</sup> September 2013	14:30 - 19:30
South & City College Birmingham	Tuesday 10 <sup>th</sup> September 2013	09:00 - 12:00
Small Heath Leisure Centre	Saturday 14 <sup>th</sup> September 2013	09:30 - 12:30
South & City College Birmingham	Wednesday 18 <sup>th</sup> September 2013	14:00 - 18:00
Asda Small Heath	Thursday 26 <sup>th</sup> September 2013	10:00 - 15:00
Asda Small Heath	Wednesday 2 <sup>nd</sup> October 2013	15:00 - 20:00

Your views will inform the final draft of the Plan - the Draft Submission Document - which will be subject to further consultation before submission to Government. The Plan will then be subject to independent scrutiny by the Planning Inspectorate at a Public Examination. The final plan is expected to be adopted in November 2014.

*Haddii aad jeclaan laheyd warsidahan koobigiisa oo af SOOMAALI ah fadlan weydiiso qof af Ingiriiska ku hadla in uu isaga oo kuu hadlaya wax kaaga dalbo lambarka sare.*

Newsletter Issue 4 • August 2013

Birmingham City Council is now at the next stage of preparing the Bordesley Park Area Action Plan, a statutory planning document that will inform future development and regeneration in your area.

This newsletter updates on the progress of the Area Action Plan and welcomes your thoughts on the next stage of the Plan, the Preferred Options, which has now been published for public consultation.

The Preferred Options follows on from the Options Report which was consulted on in 2011. Your views have been important in the development of the Plan and have been taken into account in the development of the Preferred Options.

The Preferred Options report sets out suggested development proposals for various areas of change in the Bordesley Park area. The Options set out in the first stage of the Plan have been refined into a preferred option for each area of change, for which your comments are now welcomed.

**"The AAP will guide real improvements in the area in years to come - I encourage local people and businesses to have your say on the proposals".**

**Councillor Tahir Ali**  
Cabinet Member for Development, Jobs and Skills

You can comment of the Plan in a number of ways:

**Email:** [bordesleyparkaap@birmingham.gov.uk](mailto:bordesleyparkaap@birmingham.gov.uk)

**Online:** [www.birmingham.gov.uk/bordesleyparkaap](http://www.birmingham.gov.uk/bordesleyparkaap)

**Telephone: (0121) 464 9858**

**Write:** Bordesley Park AAP  
PO Box 28  
Birmingham  
B1 1TU

**Visit:** One of our exhibitions, to be held throughout the area in August and September 2013 - see the back of this leaflet for more details.

To request this information on audio cassette, in large print or Braille, please call (0121) 464 9858.



The AAP covers the area to the east of the City Centre including Alum Rock, Salfley, Bordesley Green, Bordesley Village and Small Heath. It will set out land use proposals and policies which will help to address existing issues and make the most of the area's assets. It will support the revitalisation of the area, paving the way for a range of new employment opportunities, thriving local centres, high quality housing, and effective transport connections, in a clean, safe and attractive environment.

Once adopted, the AAP will form part of the overall planning framework for the City, and will guide the regeneration and transformation of the area over the next 15 years.





**Bordesley Park AAP Consultation Newsletter Issue 5 (Pre-Submission)**

## Have your say

Consultation on the pre-submission AAP runs from Monday 6<sup>th</sup> March to Tuesday 2<sup>nd</sup> May 2017. You can view the full Pre-Submission report and associated documents on our website, and we encourage you to make comments online. Paper copies will also be made available at Small Heath Library. For more information, you can attend one of our consultation exhibitions.

**Email:** [bordesleyparkaap@birmingham.gov.uk](mailto:bordesleyparkaap@birmingham.gov.uk)

**Online:** [www.birmingham.gov.uk/bordesleyparkaap](http://www.birmingham.gov.uk/bordesleyparkaap)

**Phone:** 0121 464 9858

**Write:** Bordesley Park AAP  
PO Box 28  
Birmingham  
B1 1TU

**Visit:** One of our exhibitions, to be held throughout the area.

Venue	Date	Time
Asda, Small Heath	Wednesday 22 <sup>nd</sup> March	10am – 2pm
Small Heath Wellbeing Centre, Muntz Street	Saturday 25 <sup>th</sup> March	9am – 12noon
Asda, Small Heath	Tuesday 28 <sup>th</sup> March	3pm – 7pm
Washwood Heath Health and Wellbeing Centre, Clodeshall Road	Thursday 30 <sup>th</sup> March	10am – 1pm
Washwood Heath Health and Wellbeing Centre, Clodeshall Road	Tuesday 4 <sup>th</sup> April	3pm – 7pm
Small Heath Wellbeing Centre, Muntz Street	Thursday 6 <sup>th</sup> April	4pm – 8pm

To request this information on audio cassette, in large print or Braille, please call 0121 464 9858.

If you would like a copy of this newsletter in another language please ask a person who speaks English to make a request on your behalf at the number above.

إذا كنت ترغب في الحصول على نسخة من هذه النشرة باللغة العربية نرجو أن تطلب من شخص يتحدث الإنجليزية أن يقدم طلباتك عليك بالاتصال بالرقم أعلاه.

আপনি এই বার্তাপত্রটি বাংলায় পেতে চাইলে, ইংরেজী বলতে পারেন এমন কাউকে আপনার পক্ষে উপরের নম্বরে টেলিফোন করে এর জন্য অনুরোধ করতে বলুন।

ئەگەر حەز دەكەيت ویتەیک لەم نامبەلکەیت هەبیت بە زمانی کوردی تکیای داوا بکە لە کەسێک کەوا زمانی ئینگیزی  
قەسە بکات بۆ ئەوەی داوا بکات لە حیاتی تو لە سەر ئەر ژمارەبەیی سەرەوه.

ਜੇ ਤੁਸੀਂ ਇਸ ਨਿਊਜ਼ਲੈਟਰ ਦੀ ਇੱਕ ਕਾਪੀ ਪੰਜਾਬੀ ਵਿੱਚ ਲੈਣੀ ਚਾਹੁੰਦੇ ਹੋ ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਕਿਸੇ ਅੰਗਰੇਜ਼ੀ ਬੋਲਣ ਵਾਲੇ ਇਨਸਾਨ ਨੂੰ ਕਹੋ ਕਿ ਉਹ ਤੁਹਾਡੇ ਵਸਤੇ ਉਪਰ ਦਿੱਤੇ ਨੰਬਰ ਉੱਤੇ ਫ਼ੋਨ ਕਰਕੇ ਇਸ ਦੀ ਮੰਗ ਕਰੇ।

که چېرې غواړي چې د دې خبر نامې يوه کاپي ولري، نو د يو چا څخه چې په انگرېزي پوهېږي کمک و غواړي چې د ناسي له خوا پورتنۍ شمېرې ته يو درخواست وکړي.

گرا آپ کو اس پیدائش کی غلط اور نہ ان میں پایا ہے تو برا مہربانی انگریزی بولنے والے کسی شخص کو کہیں کہ وہ اوپر دیے گئے نمبر پر غور کر کے اگلی طرف سے اس کے لیے درخواست کرے۔

Haddii aad jeclaan laheyd warsidahan koobigiisa oo af SOOMAALI ah fadlan weydiiso qof af Ingiriiska ku hadla in uu isaga oo kuu hadlaya wax kaaga dalbo lambarka sare.



# Bordesley Park

## Area Action Plan

Newsletter Issue 5 • February 2017

Bordesley Park Area Action Plan  
Pre-Submission Report

February 2017

You have received this newsletter because your address falls within the area covered by the Bordesley Park Area Action Plan (AAP). This letter updates you on the progress of the Plan and invites you to comment on the latest version, the Pre-Submission version, which has now been published for public consultation.

### What is the Area Action Plan?

The Bordesley Park AAP covers the area to the east of the City Centre including Alum Rock, Saltley, Bordesley Green, Bordesley Village and Small Heath.

The AAP is a statutory planning document that will guide the future development and regeneration in your area.

It sets out land use proposals and policies which will help to address existing issues and make the most of the area's assets. It will support the revitalisation of the area, including a range of new employment opportunities, improved local centres, new housing, and high quality transport connections. It also promotes a clean, safe and attractive environment. More details of the policies set out in the Plan are provided in the middle of this leaflet.

Once adopted, the AAP will form part of the overall planning framework for the city.

**How has it been prepared?**

The Council is required to ensure that the Plan is 'sound', namely that it is positively prepared, justified, effective and consistent with national policy.

As such the AAP has been prepared by Birmingham City Council alongside a range of stakeholders including residents, businesses and landowners, who have had a significant influence on the Plan's development.

This version of the Plan follows the Options Report (2011) and Preferred Options (2013) and has been informed by comments received in previous rounds of consultation as well as further technical work.

### What happens next?

You are invited to comment on the Pre-Submission version of the Plan. Details of how you can do this are provided on the back of this leaflet.

The Pre-Submission version is essentially a final draft version of the AAP, meaning that this is your final opportunity to comment before the Plan is submitted.



## The plan proposals

The Plan identifies five areas which offer the greatest opportunity for change; these are highlighted below and the proposals for these areas outlined. All of the proposals are structured to support growth in the area, improve connectivity and the quality of the environment, and create a sustainable future for the area.

### Adderley Park

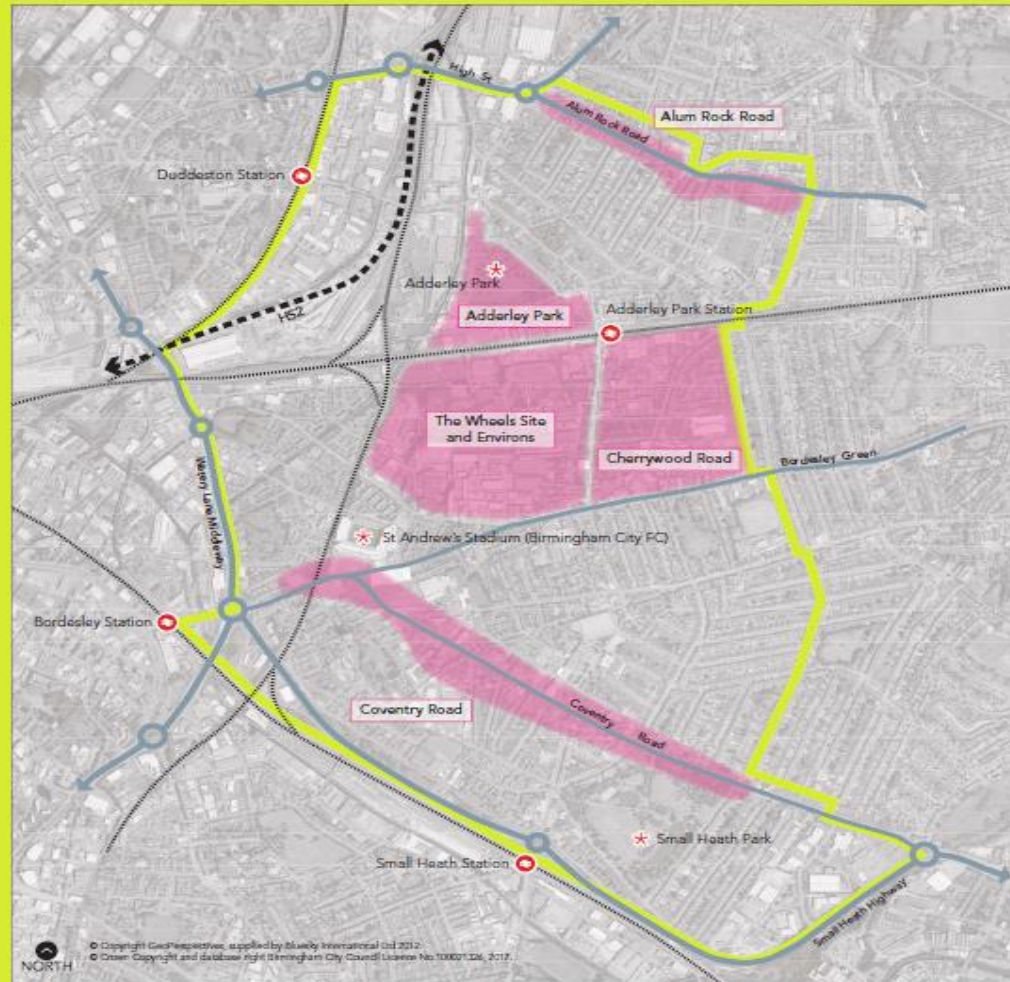
- Bringing vacant sites into use and promoting a flexible mix of uses, including new community and business uses around Adderley Park contributing to an improved physical environment.
- Measures to improve the environment for Adderley Primary School.
- Improvements to traffic management to address local traffic and HGV movement.
- Enhancement of Adderley Park to make it more attractive for users.

### The Wheels Site and Environs

- New industrial and employment development, responding to market demand for modern and purpose built employment units in the city, and generating local job opportunities. The Council will work with existing occupiers regarding relocation opportunities.
- Redevelopment and enhancement of the existing industrial area to the north of Bordesley Green, including measures to address amenity issues for adjoining occupiers.
- Opportunities for new and improved facilities at Bordesley Green Girls' School, including potential extension of the site.
- Improved vehicle and pedestrian access to the site and connections across the area.
- Improvements to the local environment including Bordesley Green local centre.

### Coventry Road

- New development to define the gateway at the western end of the centre.
- Creating a high quality business and enterprise environment in the area to the south of Coventry Road.
- Enhancing the provision of retail and other facilities within the centre.
- Addressing local accessibility and car parking issues.
- Improvement of the public realm and environment.



Title:  
Key opportunities for change

Scale:  
Not to Scale



Key:

- Area Action Plan boundary
- Key opportunities for change
- Local landmark
- HS2
- Railways
- Railway stations
- Road network (major routes)

### Alum Rock Road

- Maximising development opportunities and use of space within the existing centre.
- Expansion of the centre to the east between Langton Road and Naseby Road.
- Provision of off road parking and loading facilities within the centre.
- Improvement of the public realm and environment.

### Cherrywood Road

- New housing in the area – initially at two areas on Cherrywood Road – to provide a range of housing types and improve the existing residential environment.
- Opportunities to review educational provision in the area.
- Improvements to the local centre at Bordesley Green including new retail and community opportunities.

### Other Proposals

- Support for the development of Metro through the east of the city through the area providing improved links to the City Centre and airport.
- Improvements to the sites of various schools across the area, to provide additional outdoor space and a more attractive educational environment.
- New housing development on vacant sites such as Eversley Road, Ralph Road and Clodeshall Road.
- Measures to address non-conforming uses in residential areas, and to minimise the impact of industrial uses on the amenity of adjoining occupiers.
- Support for improvements to parks, including the provision of new sports facilities for community use, as well as more general enhancements to the environment across the area.
- Promotion of enhancements to pedestrian and cycle routes across the area as well as links to the City Centre.

### Delivery

The delivery of the proposals in the Plan will require the City Council to work in partnership with the local community, landowners, businesses and other stakeholder, both to ensure that proposals are effective and to secure funding. Ensuring that new development and investment opportunities help to strengthen the local economy and benefit the local community will be fundamental to the success of the AAP. In particular there will be an ambition and expectation to connect local people with new job and training opportunities within the AAP area, the City Centre and adjacent areas of employment.



## Appendix 3 Comments Forms

### Bordesley Park Area Action Plan: Options Report

### Comments Form

The Bordesley Park AAP Options Report is currently out for public consultation until **Monday 10<sup>th</sup> October 2011**, and explores potential land use change within the AAP area. The AAP boundary has been split into 6 neighbourhoods, within which localised regeneration opportunities have been identified. The opportunities vary in nature and scale; however, there are four areas that it is felt offer the greatest potential for change. These four areas of transformation are the Wheels site and environs, the Adderley Park area, Alum Rock Road and Small Heath local centre.

The City Council is committed to working in partnership with key stakeholders and the community to develop the vision and proposals within the AAP, and we welcome your comments on the Options Report.

1. Do you agree with the vision for Bordesley Park?
2. Is there anything else you wish to see included?
3. Do you agree with the objectives that have been identified?
4. Which objectives do you feel should be prioritised and are there any other objectives which you feel should be included?
5. Do you have any comments on the key opportunities that have been identified?
6. In particular do you have any comments on the options identified for the key areas of transformation?

7. Are there any other options for Bordesley Park that are immediately obvious from the themes, issues and opportunities identified?
8. Do you have any comments on the potential opportunities identified for the six neighbourhoods?
9. Are there any further opportunities or problems that you feel should be considered?
10. What opportunities do you feel should be prioritised?

Additional comments:

### **How do I submit my comments?**

You can submit comments on the AAP Options Report using a variety of methods. However, we encourage you to use our web based consultation system which can be accessed at [www.birmingham.gov.uk/bordesleyparkaap](http://www.birmingham.gov.uk/bordesleyparkaap).

Alternatively, you can respond by post to:	telephone: 0121 464 9858
Birmingham City Council,	email:
Department of Planning and Regeneration,	<a href="mailto:bordesleyparkaap@birmingham.gov.uk">bordesleyparkaap@birmingham.gov.uk</a>
East Planning and Regeneration Team,	or in person at one of the public exhibitions
PO BOX 2470-19,	32

Birmingham,

## Bordesley Park Area Action Plan

### Preferred Options Consultation Comments Form

#### 1. Do you agree with the vision, objectives and principles set out for the Bordesley Park area?

The vision for Bordesley Park is of a revitalised neighbourhood delivering growth in a high quality urban environment. This will be achieved through a series of objectives or principles which will promote growth, improve connectivity, build on local character, and ensure sustainable development.

☐ Strongly agree      ☐ Agree      ☐ Disagree      ☐ Strongly disagree      ☐ Not sure

Please explain why you agree or disagree, and provide any further comments.

***The AAP identifies five key areas where significant change can be delivered. For each of these areas a Preferred Option is identified.***

#### 2. Do you agree with the preferred option for the Wheels site and environs?

The preferred option for this site is the promotion of new industrial and employment opportunities, creating a high quality employment site.

☐ Strongly agree      ☐ Agree      ☐ Disagree      ☐ Strongly disagree      ☐ Not sure

Please explain why you agree or disagree, and provide any further comments.

#### 3. Do you agree with the preferred option for Cherrywood Road?

The preferred option for this area is the creation of a new residential neighbourhood with improved community facilities and local environment.

☐ Strongly agree      ☐ Agree      ☐ Disagree      ☐ Strongly disagree      ☐ Not sure

Please explain why you agree or disagree, and provide any further comments.

**4. Do you agree with the preferred option for Adderley Park?**

The preferred option for the Adderley Park area would see a new neighbourhood with an improved residential environment and supporting employment and community uses.

☐ Strongly agree      ☐ Agree      ☐ Disagree      ☐ Strongly disagree      ☐ Not sure

Please explain why you agree or disagree, and provide any further comments.

**5. Do you agree with the preferred option for Alum Rock Road?**

The preferred option for this area would see investment encouraged within the centre, and expansion to accommodate the growth of local centre uses to the east.

☐ Strongly agree      ☐ Agree      ☐ Disagree      ☐ Strongly disagree      ☐ Not sure

Please explain why you agree or disagree, and provide any further comments.

**6. Do you agree with the preferred option for Small Heath Local Centre?**

The preferred option for Small Heath local centre would see support for investment to improve the centre, and the creation of a 'gateway' including new development to define the western end of the centre.

☐ Strongly agree      ☐ Agree      ☐ Disagree      ☐ Strongly disagree      ☐ Not sure

Please explain why you agree or disagree, and provide any further comments.

***The Bordesley Park area is split into six neighbourhoods in the plan, to enable a number of issues and opportunities to be considered in more detail.***

**7. Do you have any comments on the proposals for the Vauxhall Neighbourhood?**

The industrial area is supported for the growth of existing and new businesses and measures to improve access in to the area and enhance the general environment.

**8. Do you have any comments on the proposals for the Washwood Heath Neighbourhood?**

The potential to create an attractive residential neighbourhood, served by high quality community facilities and a vibrant local centre at Alum Rock Road, is supported. An improved range of employment opportunities and enhanced access to the City Centre are promoted in this area.

**9. Do you have any comments on the proposals for the Bordesley Village Neighbourhood?**

Improved connectivity including pedestrian and public transport routes, and links to the City Centre will benefit this neighbourhood. Additional housing development where possible and commercial opportunities are available along key routes and at major junctions.

**10. Do you have any comments on the proposals for the Bordesley Green Neighbourhood?**

The focus for this neighbourhood is the Birmingham Wheels site and the Cherrywood Road area, two areas identified as opportunities for change. Additional proposals include enhancing pedestrian, vehicle and public transport movement and improvements to Bordesley Green local centre.

**11. Do you have any comments on the proposals for the Small Heath (North) Neighbourhood?**

Improvements to the environment, including the reuse of vacant or underutilised sites, enhancements to shopping and community facilities and management of congestion and parking around the football ground are supported in the neighbourhood.

**12. Do you have any comments on the proposals for the Small Heath (South) Neighbourhood?**

Opportunities in this neighbourhood include supporting the vitality of Small Heath Local centre and employment uses, enhancing the major gateways in to the area and enhancing the general environment and open spaces including Small Heath Park.

**If you would like to submit any further comments, please use the space below.**



**If you would like us to respond to your comments or contact you about the AAP in future, please provide your contact details below.**

Name:

Address:

Email:

**Please hand in your comments at one of the public exhibitions or post to:**

Planning and Regeneration  
PO Box 28  
Birmingham  
B1 1TU

Tel: 0121 464 9858

## **Appendix 4: List of Consultees during plan preparation**

### **Statutory and General Consultees**

Environment Agency  
English Heritage  
Natural England

Network Rail  
Highways Agency  
Housing and Communities Agency  
The Coal Authority  
Severn Trent Water Plc  
South Staffordshire Water plc  
National Grid/ Gas  
British Gas  
Eon UK Plc  
Scottish and Southern Energy Plc  
Thus plc  
Birmingham Cross City Clinical Commissioning Group  
NHS Birmingham South Central CCG

National Express  
Network Rail  
Network Rail  
Rail future  
Road Haulage Association  
Travel West Midlands  
Virgin Cross Country  
Virgin Trains  
British Gas Connections Ltd  
Coal Board  
Gas Transportation Co Ltd  
Independent Pipelines Ltd  
Utility Grid Installation Ltd  
West Midlands Regional Technical Advisory Body for Waste  
Association of Inland Navigation Authorities  
British Waterways  
Inland Waterways Advisory Council  
Inland Waterways Association  
Birmingham, Black Country and Worcestershire Branch

### **Other Organisations/ Bodies**

Solihull MBC  
Birmingham Chamber of Commerce  
Sport England  
The Wildlife Trust for Birmingham and Black Country  
Centro  
CPRE  
Access Committee for Birmingham  
British Waterways  
Home Builders Federation  
Birmingham and Solihull Learning and Skills Council  
Disability West Midlands  
Mobile Operations Association  
West Midlands Regional Technical Advisory Body for Waste  
CBI West Midlands  
Age Concern  
Inland Waterways Association  
West Midlands Police Headquarters  
West Midlands Ambulance Service  
National Playing Fields Association (Fields In Trust)  
West Midlands Fire Service HQ  
Health and Safety Executive  
Equalities and Human Rights Commission  
HS2  
London Midland  
Midland Red (South) Ltd

### **Community Consultees**

Washwood Heath Traders Association  
Dutch Community  
Small Heath Traders Association  
Small Heath Traders Association  
Small Heath Community Forum  
Hutton Hall Neighbourhood Forum  
Bordesley Green North Neighbourhood Forum  
Digby North Residents Assoc.  
Digby South Residents Assoc.  
Greenway Street Action Group  
Greet Neighbourhood Forum  
Hay Mills & Yardley Comm Assoc  
Holmwood & Storrs Residents Assoc  
Nechells Green Community  
North Nechells Neighbourhood Forum  
Parkview Residents Assoc  
Ralph Rd. Group of Residents  
Saltley North Neighbourhood Forum  
Saltley South Neighbourhood Forum  
Small Heath (Central) Neighbourhood Forum  
Small Heath (North) Neighbourhood Forum  
Small Heath South Neighbourhood Forum  
South Saltley Residents Assoc  
Sparkbrook Neighbourhood Forum  
Sydenham & Barber Trust Residents Association  
Tarry Road Residents Group  
The Green Association  
The Sparkhill Residents Assoc.

Ward End Residents Association  
Birmingham Friends of the Earth  
West Midlands Campaign for Better Transport  
Group

### **Developers**

Just over 350 relevant developers were consulted.



# Equality Analysis

N.B. This EA has been carried out but not recorded in the current system due to the fact that a new system is being introduced. It will be recorded in the new EA system.

<b>EA Name</b>	Bordesley Park Area Action Plan
<b>Directorate</b>	Economy
<b>Service Area</b>	Economy - P&R Planning and Development
<b>Type</b>	New/Proposed Policy
<b>EA Summary</b>	The Bordesley Park Area Action Plan (BPAAP) covers the area to the east of the City Centre including parts of Washwood Heath, Bordesley Green, Bordesley Village and Small Heath. Once adopted, this strategic land use plan will set a vision for the area, guide land use in the area (including as a material consideration in determining planning applications), and act as a tool to promote the area. This EA has been completed ahead of the submission of the final version of the AAP to the Secretary of State for independent examination. It follows an initial screening (which found that a full EINA was not required) and initial summary produced in September 2010, as well as updates produced in February 2012, March 2013 and August 2016 to coincide with key stages of the plan preparation.
<b>Task Group Manager</b>	<a href="mailto:rebecca.farr@birmingham.gov.uk">rebecca.farr@birmingham.gov.uk</a>
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## 1. Activity Type

The activity has been identified as a New/Proposed Policy.

## 2. Initial Assessment

### 2.1 Purpose and Link to Strategic Themes

#### ***What is the purpose of this Policy and expected outcomes?***

The purpose of the AAP is to set a vision for delivering sustainable physical and economic growth in the area. This includes employment and housing opportunities, high quality local centres, and infrastructure to meet the needs of the city, in a clean, safe environment. The AAP will support:

- The creation of around 3000 new jobs through the redevelopment of the Birmingham Wheels site for employment uses. This will help improve local employment and training opportunities thereby reducing associated inequalities.
- The development of new and improved housing, particularly within the Cherrywood Road area, thereby improving choice and quality for local people.
- Improvements to the offer and environment of local centres, thereby improving business opportunities, access to local shops and services, safety and the environment.
- Improvements to transport and movement within and through the area including the development of rapid transit services comprising Metro and SPRINT and facilitating improved public transport including both bus and train.
- Improving access to education and community facilities through addressing the needs of schools and community needs.
- Addressing a wide range of environmental issues to promote a cleaner, safer and more attractive environment in which to live and work.

The purpose of the submission of the AAP to the Secretary of State is to continue the process to adoption of the AAP. The submitted plan will be the subject of an independent examination in public.

***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	Yes
Children: a safe and secure city in which to learn and grow	Yes
Health: helping people become more physically active and well	Yes
Housing: to meet the needs of all current and future citizens	Yes
Jobs and skills: for an enterprising, innovative and green city	Yes

## 2.2 Individuals affected by the policy

Will the policy have an impact on service users/stakeholders?	No
<p><i>The plan-making process and the final plan may have an impact on people who are service users, but this will be as a result of them being local residents, employees, businesses, or visiting/making use of the area or benefitting from the plan proposals in some way. Alternatively users of the Planning service may benefit through there being clear guidance for sites/areas. However, the plan will not directly affect the provision of council services (although it may support improvements to services, i.e. additional school places).</i></p>	
Will the policy have an impact on employees?	No
Will the policy have an impact on wider community?	Yes

### 2.3 Relevance test

Protected Characteristics	Relevant	Full Assessment Required
Age	Not relevant	No
Disability	Not relevant	No
Gender	Not relevant	No
Gender reassignment	Not relevant	No
Marriage and civil partnership	Not relevant	No
Pregnancy and maternity	Not relevant	No
Race	Not relevant	No
Religion or belief	Not relevant	No
Sexual orientation	Not relevant	No

### 2.4 Analysis on Initial Assessment

#### ***Background***

The Bordesley Park AAP is a strategic document, the purpose of which is to promote the regeneration and revitalisation of this part of east Birmingham. This will include those aims set out in 2.1 above. Engagement of stakeholders in the plan-making process is vital to the production of an effective plan, and is required by legislation.

Equalities considerations have been key throughout the plan-making process.

Over the lifetime of the project to date the City's approach to assessing equalities issues has been revised. Both process forms and Summary Statements have been produced, and are summarised below.

- An Equality Impact Needs Assessment (EINA) Initial Screening form was commenced in May 2009, at an early point in the project. This was completed over a number of months as the project developed, particularly following the production of the baseline as the key areas of change in the area were identified.
- Summary Statement 1 was produced and agreed by a working group in September 2010, as a clear range of options for the AAP began to emerge. It identified the key risks, particularly in relation to the plan-making process, and measures for mitigation, building on the information included in the EINA form.
- Summary Statement 2, produced in February 2012, followed the first phase of consultation (on the Options Report). It identified opportunities to improve practice in future rounds of consultation.
- Summary Statement 3, March 2013, was been produced prior to the Preferred Options consultation. It notes both how the lessons learnt for previous consultation will be



incorporated into the Preferred Options consultation, and how specific risks arising from the options proposed can be mitigated at this point and addressed moving forward.

This Equalities Assessment (EA) Initial Screening form was completed by a working group in late 2013, and revised in 2016 and 2018.

### ***Demographics***

The AAP area has a population of just under 35,000 (2016 population estimates). The age profile is notably younger than that of both Birmingham and England, with child population standing at 31% compared with 22.8% for the city. Almost half the population of the AAP area is of Pakistani origin and more than 10% Bangladeshi. An increasing proportion of people are from African backgrounds.

This demography means that there is the potential for differential impacts on certain communities or groups; this will need to be monitored and managed through implementation.

### ***Approach***

The BPAAP has been produced in line with the requirements of the National Planning Policy Framework (NPPF) and the Town & Country Planning (Local Planning) (England) Regulations 2012. These require the production of a Sustainability Appraisal (incorporating Strategic Environmental Assessment), which examines the potential impacts of proposals, alongside the plan. The Sustainability Appraisal (SA) clearly covers equalities issues, as well as environmental and other issues. A number of potential sustainability benefits of the plan have been identified including enhanced accessibility and transportation with potential associated improvement in air quality, improving economic factors, improving housing and enhancing quality of life. The SA also sets out potential mitigation measures where potential adverse effects have been identified. Given the status of the SA and the progress of the plan, this was deemed an appropriate approach to assessing the potential impacts of the emerging policy, and as such the previous Equality Assessments have focused more on ensuring equality in the plan-making process than on the impacts of the plan itself. At this stage, where clear proposals are being set out, it is appropriate for the EA to be more overarching and to address potential differential impacts of both plan-making and policy implementation.

The proposals in the BPAAP all sit within the context of the Birmingham Development Plan, for which an SA and EA have also been produced.

### ***Consultation***

Consultation has been at the heart of the plan preparation process. This has been undertaken both as part of key stages of the plan making process and as an ongoing dialogue regarding specific issues and aspects of the plan.

The key stages of consultation related to the initial Options Report which set out the broad development opportunities for the area and main areas of potential change, the Preferred Options Report which set out the Council's preferred development proposals; and the Pre-

submission Report which provided the final opportunity for comments prior to the finalisation of the Submission Report – the plan that will be submitted to the Secretary of State.

Consultation has included use of newsletters, local exhibitions at accessible venues (including Libraries, Health centres, other community venues, supermarkets, colleges), consultation with a wide range of national and local bodies and local community groups, and targeted consultation involving local schools, land owners and organisations and the use of the Councils web site. Information has been made available in a number of community languages.

Each stage of the plan has considered the consultation responses, including support for employment opportunities, the identification of additional housing sites which will provide local housing opportunities, the promotion of sites for community development that respond to local community needs, the expansion and enhancement of local centres facilitating business growth and the need to respond to sites that are underused or causing local amenity issues.

### ***Plan proposals***

The overall impact of the change envisaged in the Plan will benefit all residents. However, by virtue of the demographic characteristics of the area, the plan preparation process and the proposals within the plan will have a more significant impact on certain groups, for example minority ethnic communities (which make up the majority of the area's population), and the Islamic community (again, a significant proportion of the population). However, these effects are not a result of the characteristics, and in any case are expected to be positive impacts, with mitigation measures in place where appropriate.

Proposals will impact directly on some property in the plan area. Where this is the case the City Council will work with existing occupiers regarding relocation if and when required.

In light of this summary it is considered that a full EA is not required for the AAP.

## **3. Full assessment**

3.1 A full assessment is not deemed to be necessary.

## **4. Review date**

4.1 This appraisal will be reviewed on or before 11<sup>th</sup> January 2019.

## **5. Action plan**

5.1 There are no relevant issues, so no action plans are currently required.





# Managing the risk and response to flooding in Birmingham

## Issues arising from May 2018 major flooding event

### 1 Introduction

- 1.1 Birmingham is at substantial risk of flooding from a range of sources and has experienced a number of significant flooding events in recent years. These have had a devastating impact on both homes and businesses in affected areas. Whilst the economic effect can be considerable, the impact on the lives and wellbeing of people affected, both in the immediate aftermath and the longer-term consequences, have been a source of significant stress and worry in communities affected by flooding.
- 1.2 It is important to recognise that flooding cannot always be prevented but the risk can be managed and actions can be taken to minimise the harm caused by flooding as far as possible. The response to major flooding events when they do happen, needs to be co-ordinated and managed as efficiently and effectively as possible with appropriate support, advice and interventions made available for local people affected by flooding.

### 2 What happened on 27 May 2018

- 2.1 This review has been instigated in response to a very intense rainfall event, which was significantly larger than anything previously recorded which was experienced on the evening of 27<sup>th</sup> May 2018. In some areas of the city the highest rainfall totals ever recorded were seen in an incredibly short period of time. This resulted in a major flooding incident which had a devastating impact in certain areas of the city.
- 2.2 The main causes of the flooding were from rivers and watercourses, sewer surcharging and surface water flooding as a result of the extreme rainfall event. The Environment Agency is currently undertaking a detailed analysis of the event.
- 2.3 Where properties have flooded internally the City Council along with partners are undertaking a full investigation in accordance with the requirements of the Flood and Water Management Act 2010. At the time of writing, 126 roads and up to 1,600 properties affected by flooding are in the process of being investigated. To date, 1,011 properties have been contacted for information and public consultations have taken place in Sparkhill and Selly Park. A detailed report will be published once these investigations have been completed.



### 3 Background to Scrutiny Review

- 3.1 Subsequent to the flooding on 27<sup>th</sup> May, Councillors Jon Hunt and Roger Harmer took a motion for debate to the Birmingham City Council meeting on 12<sup>th</sup> June 2018 calling for an inquiry into the floods of May 2018, to be carried out promptly.
- 3.2 The motion called for the inquiry to include strong resident input and for the report to be debated as a main agenda item at a future Full City Council meeting.

### 4 Methodology

- 4.1 The review was conducted by members of the Sustainability & Transport O&S Committee: Cllr Kath Hartley, Cllr Tim Huxtable and Cllr Hendrina Quinnen on Thursday 19<sup>th</sup> July 2018 in Committee Room 2 in the Council House and was chaired by Cllr Liz Clements.
- 4.2 The Committee Members were keen to hear from the local communities affected about their experiences of what happened on the day; about the impact on the lives and wellbeing of the residents affected; and about the response from the City Council and other strategic partners in the aftermath of the flooding event.
- 4.3 Members heard evidence from a variety of witnesses including:
  - Paul Cobbing, Chief Executive, National Flood Forum (NFF);
  - John Clayton, Selly Park South Flood Action Group (FLAG) and Edward Clarke and Howard Smith, Selly Park Residents Community Association;
  - Cllr Nicky Brennan (Sparkhill Ward), Cllr Lou Robson (Hall Green North Ward) and Cllr Peter Fowler (Harborne Ward);
  - Mike Grimes, Director, and Ian Jones, FCRM Manager, West Midlands Environment Agency;
  - Alex Mortlock, Business Planning Infrastructure Manager, and Tim Smith, Flood Partnerships Lead, Severn Trent Water;
  - Michael Enderby, Head of Resilience, and Kevin Hicks, Assistant Director, Highways, Richard Cowell, Assistant Director Planning, and Jacob Bonehill, Principal Planning Officer, all from Birmingham City Council.
- 4.4 In addition, Cllr Brigid Jones, the Deputy Leader, who has responsibility for Emergency Planning, was present at and contributed to the session. Residents living in affected areas who attended the meeting were able, as far as possible within the constraints of the meeting room and the time available, to raise issues and to contribute about their experiences on the day of the flooding, about the response to the event and also about the longer-term impacts of the flooding on their lives and wellbeing.



## 5 Purpose

5.1 The key lines of enquiry were to examine:

- What were the main causes of the major flooding incident in Birmingham in May 2018?
- Who are the main responder agencies with a role for major flooding incidents and what are their responsibilities?
- How was the City Council response to the incident managed on the day?
- How was the response co-ordinated with multi-agency partners?
- What work has been done with householders and local communities in affected areas to raise awareness and communicate the level of risk in their area and what is achievable in terms of local flood risk management?
- How was communication and liaison with local people managed on the day and in the immediate aftermath of the incident?
- What are the main flood alleviation schemes to reduce the impact of flooding in the affected areas and how are they progressing?
- What can planners do to embed flood risk management into development policies to mitigate risks in relation to future development to prevent flooding where possible and to minimise the impact of development on flood risk, especially in high risk areas?
- How can planning guidance and enforcement be strengthened to encourage developers to use sustainable drainage to minimise the impact of development in at risk areas?

5.2 This report sets out the findings and issues arising from the evidence given. The report is intended to highlight major issues where further follow-up work needs to be done and will be debated at a Full City Council meeting. It is not intended to be a detailed technical report; the Section 19 investigation and report is where the detailed investigation will take place.

## 6 Responsibilities and duties

6.1 Under the Flood and Water Management Act 2010 (FWMA) Birmingham City Council is the Lead Local Flood Authority (LLFA). As such, the City Council is responsible for the management of surface water flood risk, groundwater flood risk and the flood risk from ordinary watercourses.

6.2 As LLFA the City Council is required to work closely in partnership with other agencies and authorities to manage flood risk. This would include the Environment Agency – who are responsible for the main river and coastal flooding, Severn Trent Water – who are responsible for the public sewer network and the reduction of sewer flooding, Emergency Service Providers and other public agencies and bodies.



- 6.3 As the LLFA the City Council has a duty to develop, maintain, apply and monitor a Local Flood Risk Management Strategy to ensure that local flood risk is understood and managed in a coordinated way. The strategy, which was approved by Cabinet in October 2017, sets out seven objectives and 20 policies in relation to roles and responsibilities, the type and level of flood risk, how flood events are managed and investigated, how flood risk schemes are prioritised, reducing the impact of development, environmental considerations and sustainable drainage.
- 6.4 The FWMA also places a duty on Birmingham City Council as the LLFA to investigate incidents of flooding. The duty is to investigate the flood to determine the causes of the flooding and determine appropriate actions that may be undertaken by the relevant risk management authority.
- 6.5 Birmingham City Council is identified as a statutory "Category 1" responder under the Civil Contingencies Act 2004. This places a range of duties on the City Council, including response, treating the City Council equally to other "blue light" responders in the event of a major incident. Birmingham City Council will also be expected to lead the recovery from any major incident. The Act does require all partners to work with the City Council in the event of a major incident.

## 7 Section 19 Investigation Report

- 7.1 This duty is set out in Section 19 of the FWMA and the investigations are therefore typically referred to as '*Section 19 Reports*'. The FWMA states that:
1. On becoming aware of a flood in its area a LLFA must, to the extent that it considers it necessary or appropriate, investigate –
    - Which risk management authorities have relevant flood risk management functions, and
  2. Whether each of those risk management authorities has exercised, or is proposing to exercise, those functions in response to the flood. Where an authority carries out an investigation under subsection (1) it must –
    - a. publish the results of its investigation , and
    - b. notify any relevant risk management authorities.
- 7.2 Not all flooding will require a formal investigation and report. Birmingham City Council has set out in its Local Flood Risk Management Strategy a three stage process comprising an initial assessment, a S19 investigation and S19 Report which is published. This process is used to determine to what extent it considers it 'necessary or appropriate' to investigate and what constitutes a significant flood event.
- 7.3 Birmingham City Council in partnership with the Environment Agency and Severn Trent Water are committed to undertaking an investigation in accordance with the requirements of the FWMA in each area where internal property flooding was reported to determine the most likely cause of





flooding i.e. surface water flooding, flooding from rivers, flooding from sewer infrastructure and flooding from highway drainage.

- 7.4 The S19 report will outline the source of the flooding, the flooding mechanism, the responsible parties, the investigation undertaken, actions undertaken and future actions. This will inevitably take some time, probably about 12 months to complete. The findings of this investigation will be published once the detailed investigations and processes have been completed with input from the relevant partner agencies and all residents who responded to the initial investigation will be notified once the report has been published.
- 7.5 In the meantime, this scrutiny review was held to bring together the main responder agencies with Councillors and residents from affected areas to examine what happened on the day, the response to the incident and to listen and respond in a timely way to the experiences of local communities. This was done with a view to taking a report to a meeting of all Councillors on 11<sup>th</sup> September for debate at the City Council meeting on the overarching issues emerging from the May flooding event and highlighting areas where improvements can be made or where further work needs to be done.
- 7.6 It is not the purpose of this scrutiny inquiry to examine in detail the individual issues raised which are specific to what happened in a particular area or street, except in the sense that these exemplify a wider problem which needs to be addressed at a citywide level through changes to or the development of a different policy approach. The S19 investigation is where the detailed investigation of the affected areas has already started to happen through gathering of information for the investigation and will continue to happen. The S19 investigation will report on what happened at specific sites and roads affected.

## 8 Findings

- 8.1 Overall there was much praise for the response to the May flooding from emergency services, community volunteers, neighbours, City Council staff and ex-forces volunteers from Team Rubicon.
- 8.2 Very positive written feedback was also provided to the review by Councillors Ziaul Islam and the Cabinet Member for Transport & Environment, Councillor Waseem Zaffar, concerning the response by all the relevant organisations, and in particular by Severn Trent Water, to the flooding that happened in Wheeler Street in Newtown Ward on 7<sup>th</sup> July caused by a burst water main. Councillor Ziaul Islam confirmed that all the responder organisations acted promptly and that the water supply had been restored quickly to residents. Councillor Zaffar said that when he arrived on the scene an hour after the incident most of the agencies were on site with Severn Trent Water leading the response and in control of the incident. The main concern was reinstating the water supply to the 15,000 affected homes as quickly as possible but the water supply was returned to as many customers as possible within a couple of hours and to all 15,000 properties by 3pm which diminished the impact of the incident on local residents. From a transportation perspective there was also concern about the traffic diversion during the incident but the fact that the road was



resurfaced and re-opened within a few days was very impressive. Both Members praised the communication by officers from Severn Trent Water which kept the Members informed throughout the day and allowed them to disseminate the latest information through social media and direct telephone contact which also helped to alleviate the stress caused to local residents.

- 8.3 However, in relation to the May flooding, the evidence did highlight a number of areas where further work is needed and improvements can be made, in particular to the way the incident was managed and co-ordinated on the day and in the immediate aftermath of the incident.

### **Review of Emergency Planning Procedures and Response**

- 8.4 This flood event had a significant impact on communities and as such it is important to learn lessons. Although not categorised as a major incident, it was acknowledged during the review that the response system needs to contain the right triggers to instigate action to check certain areas or places or watercourses that have flooded in the past in similar circumstances. However, with each storm event being different with regard to its intensity and location, pre-empting where flooding might have occurred based on previous events is difficult and potentially an approach that the limited officer resources from the partner organisations cannot accommodate.

- 8.5 The review received written evidence from the Resilience team on what currently constitutes a major incident

the decision to declare a major incident will always be a judgement made in a specific local and operational context, and there are no precise and universal thresholds or triggers. Regardless it would have to be a significant event that overwhelms the normal capabilities of an organisation or one that requires significant and special support.

- 8.6 The devastating impact of the floods and the frustration caused by the delay in the completion of some flood alleviation schemes was acknowledged by Cllr Brigid Jones, the Deputy Leader. The City Council's Emergency Response arrangements are already under review to enhance the City Council's response to major incidents with a view to enhancing triggers and lowering the thresholds where the City Council's resilience team would intervene to support the response. In addition, the City Council's Emergency Plan is also about to launch a much more robust command and control structure to support its response to Major Incidents.

### **Strategic co-ordination and collaboration of response with multi-agency partners.**

- 8.7 The evidence was that City Council Duty Officers were informed of an incident of flooded properties in Selly Park North and Pershore Road and in consultation with West Midlands Police Birmingham City Council officers activated a rest centre, opened the Birmingham City Council control room and supported the needs of residents. After consultation with West Midlands Police, the rest centre was 'stood down' as most residents elected to stay in their homes. One vulnerable resident at the rest centre was placed in the hands of local authority care.



- 8.8 Whilst a major incident was not declared by any partner, following the storm event, a multi-agency group including the Environment Agency, the City Council and other partners was established through the Flood Advisory Service telecom on Monday 28th. The Environment Agency was in contact with the City Council during the event on Sunday and subsequently as work got underway on recovery.
- 8.9 There was acknowledgement that during the evening of the flooding City Council Duty Officers were not made aware of the impact of the flooding outside of Selly Park North. Reconnaissance after the flood event has highlighted the wider extent of the flooding, including flooding in areas not previously known to the City Council such as in Kings Heath. Subsequently, the Environment Agency established a recovery group, with which the City Council worked closely as further situational updates highlighted the extent of the flooding.
- 8.10 The evidence highlighted a gap in terms of the strategic co-ordination, communication and collaborative working in responding to flooding events by the responsible partner agencies. Co-ordinated support needs to be provided for residents in a simple way, regardless of the cause of the flooding. People affected by flooding do not differentiate between surface water flooding, flooding from rivers, flooding from sewer infrastructure or flooding from highway drainage. They just need co-ordinated support to be provided in a simple and timely way.

## **Responder organisations need to understand response, recovery, resolution cycle and how to engage with and support residents appropriately at each stage in the process.**

- 8.11 One issue that emerged very clearly from the evidence presented to the Scrutiny Committee was that the process of recovering from a flood is unique due to the longevity of the process. The evidence from the National Flood Forum was that this extended period of time lasts on average 6-18 months and that people face a range of varied and complex issues during this time. The support provided to residents needs to recognise the impact on the lives and wellbeing of residents and be appropriate for what residents need at different stages in the recovery process. The needs change as the event moves from the initial response through to recovery and subsequently to longer-term resolution i.e. prevention and alleviation.
- 8.12 In terms of the human cost of this flood, Members were told by the Selly Park North Residents Association that some people in that area will have been out of their home for one year out of the last two and a half years. The evidence was that the City Council was not aware of the flooding in Sparkhill until three days after the event and the support provided at that late stage was not appropriate to what was needed by residents at that time. Support interventions need to be tailored to the specific needs at different stages in the recovery process and to take account of the longer-term impact on people affected to help to reduce the impact of the stress and anxiety caused by the trauma of flooding.
- 8.13 The evidence from the City Council was that since the event on 27th May the level of officer support provided for residents and businesses has been a subject of discussion across all of the organisations involved. As a result the City Council is seeking to establish a form of clear



commitment from the full range of service areas which will in future ensure a wider breadth of support to those affected by flooding events both during and after the events.

- 8.14 This commitment will principally focus on the attendance of officers at the locations affected to ensure that those affected by the flooding have direct access to the relevant and correct organisations and services to support their particular needs. Those needs will inevitably change as the event moves from the initial response through to recovery. There was an offer from the National Flood Forum to work with the City Council in developing this approach and in putting appropriate measures in place to support local communities over the months ahead.

### **Response to Flooding of Businesses**

- 8.15 The impact of flooding on local businesses should not be forgotten. Members heard evidence about the response to the flooding in Sparkhill from Brian Norton from the Indestructible Paint Company, a business based at Pentos Drive in the area. The Committee were told that the impact of the flood cost his paint making business in the region of £500,000 after already having invested £50,000 on a flood defence wall that was quickly overwhelmed.
- 8.16 Measures to mitigate against future risk to businesses, such as working more closely with the Greater Birmingham and Solihull Local Enterprise Partnership to see what can be done to protect businesses in affected areas, need to be progressed.

### **Community Preparedness: Role of Flood Action Groups**

- 8.17 One of the best ways for local residents to help to mitigate and respond to flooding is through setting up local Flood Action Groups. Flood Action Groups (FLAGS) are an organised and co-ordinated way of working with communities. They are community groups that are led by volunteers which help residents in a neighbourhood to prepare for flooding and cope with flooding incidents.
- 8.18 Volunteers support the warning of residents, identification of vulnerable people and ensure property level flood protection products (where available) are deployed in an emergency. All FLAGS in Birmingham have identified locations for bulk sandbag drops and co-ordinate the distribution to the community.
- 8.19 The City Council encourages the development of FLAGS but responses and stages of development vary in different areas of the city. Generally and understandably FLAGS tend to be already established in areas with a previous history or experience of flooding. There was a desire from some residents where there is currently no FLAG to set up a FLAG in their community to develop more co-ordinated community response arrangements.
- 8.20 FLAGS do need to be supported and co-ordinated and the National Flood Forum has expertise and experience in this area. During the evidence gathering there was an offer of support from Paul Cobbing on behalf of the National Flood Forum to liaise with the City Council and to provide advice, mentoring and support to local residents wishing to set up a FLAG. It is hoped that Birmingham City Council will respond positively to this offer and that it may be possible to produce



a model constitution or model template which can be developed and made available as a resource to support local people to set up and run FLAGS in their area.

## Completion of planned Flood Alleviation Schemes

- 8.21 In spite of the fact that the Selly Park South Flood Alleviation Scheme worked well, there was clear evidence of frustration and anger among residents in areas which have suffered the consequences of repeated major flood events from the same set of causes over a relatively short timescale where flood alleviation schemes which would have protected residents have been delayed.
- 8.22 The current flood alleviation scheme at Selly Park North has been delayed for technical reasons that were discussed and a detailed explanation about how the scheme works, reasons for the delays to completion and what the impact of the scheme will be once completed have been set out in detail in a leaflet issued by the Environment Agency included in the evidence pack. Further evidence from the Environment Agency was that the Selly Park North flood alleviation scheme would have managed all flows from the Bourn Brook and would have significantly reduced the impact of the flooding event experienced by local residents. Analysis done by the Environment Agency confirms that the scheme would have coped with the May 2018 event with capacity still remaining within the upstream storage area and bypass culvert. Once completed the project will reduce the risk of flooding in the Selly Park area from very significant to low. Completion has been delayed but is now scheduled to be completed by the end of 2018.
- 8.23 Other current flood alleviation schemes in areas affected are:
- Slade Road – Property level resilience – Birmingham City Council to deliver 2018
- 8.24 Proposed future flood alleviation schemes in areas affected, to be delivered 2021 onwards and subject to securing funding:
- Upper Bourn Catchment – to be delivered by the Environment Agency, Birmingham City Council and Severn Trent Water in partnership. Providing flood risk management benefits across the upper Bourn Brook catchment, including areas of Woodgate, Bartley Green, Quinton, Harborne and Selly Oak.
  - Sparkhill – Flood Alleviation Schemes which have been investigated but are unable to achieve required cost benefit ratio. There are a number of further areas where there is no previous history of flooding and therefore a flood alleviation scheme is not proposed at the current time.

## Uninsured residents displaced from their homes by flooding being required to pay Council Tax on two properties

- 8.25 Where people are displaced from their own homes due to flooding and are not insured there were some instances of people being expected to pay two lots of Council Tax. Members were advised that this is not in line with City Council policy and should not be happening. Residents should contact the City Council and any instances where there are issues of this nature should be satisfactorily resolved.



## **Forecasting/Alerts/Flood Warnings in affected areas**

- 8.26 The development of more precise forecasting to enable flood warnings to be delivered in time to give communities time to respond would help. There is a need to be as realistic as possible to identify major events. The evidence presented was that residents registered with 'Floodline' received a flood warning at 6.16 pm which was 30 minutes after the first properties were already flooded.
- 8.27 The Environment Agency acknowledged that delivering flood warnings in these types of catchment areas that can be acted on in time to give communities time to respond is challenging but they are working on it. They gave evidence that in some locations they have installed cameras with an automatic alert but, for example, the Bourn Brook, which was the main cause of the flooding in Selly Park North, has no gauges or monitoring system in place to measure the depth of the water.

## **How do communities contact responder agencies in an emergency?**

- 8.28 Residents need to be clear about who to contact in case of flooding. In the event of a flood, the main reporting route is using 999, making contact with the fire service or police to report an incident. In addition communities are able to contact the Environment Agency floodline.
- 8.29 Contact for the City Council during office hours is via the published telephone number. Out of normal office hours, an emergency number is also published and is provided to callers who call the office hours number. Out of hours calls are handled by the City Council's 24-hour control room. Officers from the control room will contact the relevant out of hours team who provide an out of hours incident service.
- 8.30 In addition, Councillors are able to access the City Council's Duty Officer to escalate issues, however this was not well known and is being picked up as part of wider elected member training.
- 8.31 The evidence highlighted a lack of strategic organisations notifying the City Council of the flood in some areas. The result was that City Council officers were not aware of damage in Sparkhill until three days after the event. Members also heard about a similar experience from a resident in Quinton Road in Harborne, where residents have experienced internal damage from flooding twice in two years. In Hall Green North, there was no information from Birmingham City Council until that evening when contact numbers were circulated.

## **Traffic Management during flood events**

- 8.32 In some locations the effects of flooding was made worse by traffic continuing to attempt to pass through the floodwater creating bow waves which exacerbated the effect of the floodwater. Members were told that attempts were made, some by Councillors, to manage the traffic and divert it away from the flooded roads, with limited success. Traffic continuing to drive through flooded areas made the problems worse. This will need to be addressed by following up in partnership with the Police who have the authority to enforce traffic restrictions.
- 8.33 Another aspect of traffic management which was also raised relates to buses. As far as witnesses were aware, there does not appear to be any mechanism in existence to alert bus operators to re-





route buses away from flooded areas during a flooding incident. This will need to be followed up with National Express West Midlands and other bus operators to ensure that buses can be diverted away from areas affected by flood during a major incident.

## **Lack of formal flood prevention/alleviation measures along River Cole Valley**

- 8.34 Some areas of the city, such as Hall Green North, Hall Green South and Sparkhill, suffered as a consequence of flooding from the River Cole. Evidence was presented at the meeting including a map showing that there is a considerable area surrounding the River Cole which has been designated by the Environment Agency as 'Flood Zone 3' which means that the land and property in the area has a high probability of flooding.
- 8.35 The point was made that, in comparison to flood alleviation measures already completed or in progress along the Rivers Rea and Tame, there is a dearth of flood alleviation or defence measures along the River Cole Valley and it was suggested that the poor level of maintenance and management of the Cole Valley corridor and Cole Valley walkway may have exacerbated the situation and made the area more susceptible to flooding.
- 8.36 The River Rea Partnership, led by the Environment Agency, is delivering or has completed two flood risk management schemes in the city. They are working with Calthorpe Estates, Birmingham City Council and other organisations to develop the Selly Park North Flood Risk Management Scheme and have completed the Selly Park South Flood Risk Management Scheme. There is also a Strategy for the River Tame with a Perry Barr and Witton Scheme being delivered over two phases.
- 8.37 In contrast, there are no formal flood prevention or alleviation measures for the River Cole Valley. A similar type of partnership arrangement needs to be established through the Environment Agency for the River Cole and its tributaries to facilitate the development of similar schemes.

## **Planning and Development: Building in green infrastructure measures to strengthen flood prevention as part of the planning process**

- 8.38 It is important to give consideration at the outset of any development, as part of the planning process, to what green infrastructure measures (such as living walls, tree planting, balancing pools etc.) which are also flood defence measures and have a positive effect on the environment, should be incorporated into development plans.
- 8.39 The Birmingham Development Plan (BDP) which was adopted in January 2017 is the main strategic planning document for Birmingham and is what is known as a Development Planning Document. The main policy within this document is policy TP6 'Management of flood risk and water resources' which sets out the requirements for managing flood risk in new developments. It was suggested that the pursuit of planning contributions towards the cost and implementation of flood alleviation schemes should be continued.
- 8.40 In addition it was suggested that aspects of planning control could be strengthened by translating some of the relevant planning guidance, into planning policy. The example given was the





Sustainable Drainage: Guide to Design, Maintenance and Adoption which is currently guidance and is managed by the Flood Risk Management Team. It is important to note that this document states that the City Council, as both Lead Local Flood Authority and Local Planning Authority, expect it to be used for all types of commercial and industrial development. The degree of weight attached to guidance is a matter for the decision maker which would be either Planning Committee or Officers under delegated authority, depending on the nature of the proposal. Nevertheless, significant weight is attached to this guidance in the planning decision making process. More generally the relevant statutory policy in the BDP TP6 requires all development proposals to manage surface water through Sustainable Development Systems (SuDS) to minimise flood risk. Guidance then provides specific detailed advice on how this should be done. As such, translating existing planning guidance into planning policy is unlikely to have an impact on the implementation of SuDS, particularly as the National Planning Policy Framework requires that local statutory policies do not make development unviable.

- 8.41 Other possible measures were also raised, such as increased levels of planning enforcement in cases where construction has taken place without planning consent and the adoption of SuDS, where developers can sometimes be reluctant to adopt them due to the cost of the ongoing maintenance obligations. It would be possible for the City Council to develop its own adopting body, which would make the maintenance operation easier in new developments, however both of these measures would require a significant level of financial subsidy from the City Council.
- 8.42 There is a strategic approach to the use of SuDS and green infrastructure set out in the BDP but there is a limited amount of resources available that acts as a constraint on the level of implementation of those measures. The Community Infrastructure Levy is one resource which can be and is used as a source of funding for these types of schemes and flood risk management measures. A similar level of consideration needs to be given to flooding mitigation when projects for work in the public highway are being planned.

### **Training and Information for all Councillors but in particular for newly elected Members.**

- 8.43 All Elected Members, and in particular newly elected Members, need to have a clear understanding about what to do and who to contact in the case of a flooding emergency. Information about the roles and responsibilities of the agencies involved in responding to a flooding event, what support is available on the ground in a flooding emergency and how residents can access that support needs to be made available to Members, in the most appropriate way through the induction process. In addition newly elected Members require training on their role in an emergency and how the response will work, together with the roles of each responder. Further information could be made available through an induction pack or an online portal.



## 9 Areas for improvement

9.1 There are lessons to be learned from the evidence that was provided to the Committee about the devastating impact on local communities of the flooding which happened on 27<sup>th</sup> May. Both the economic impact and the disruption and the stress and anxiety caused to people affected were severe. Various areas were highlighted as potential areas for further policy development with a view to demonstrating leadership, improving co-ordination, improving future resilience and improving the response to major flooding events in the future.

- **Emergency Response Procedures:** This flood was significant and although not classified as a Major Incident and no triggers to activate the Emergency Arrangements were met, the impact was significant for all those concerned. The lack of notification and alerting by strategic partners resulted in the City Council not being able to establish the level of coordinated support it would wish. As part of a wider review, the City Council is enhancing its response and emergency arrangements, lowering the triggers to alert the Resilience team and ensuring their involvement. It is also working with strategic partners to ensure that more robust notification of incidents occurs. These changes are needed to provide residents and businesses with a more coordinated support package both during and after such flood events which meet the changing needs of residents during the recovery cycle.
- During the evidence gathering there was an offer of support from Paul Cobbing on behalf of the National Flood Forum to liaise with the City Council and to provide advice, mentoring and support to local residents wishing to set up a FLAG. It is hoped that Birmingham City Council will respond positively to this offer and that a **model constitution or model template for FLAGS** can be produced which can be made available as a resource to support local people to set up and run FLAGS in their area. However, as with any potential provision of support from the NFF to supplement the Birmingham City Council functions (either through establishing FLAGS or supporting citizens in recovery following an incident), funding will need to be identified and a clear understanding of what will be delivered for that funding will have to be agreed with the NFF and potentially other partner organisations.
- The issue of **Traffic Management during flood events** needs to be followed up with both West Midlands Police and National Express West Midlands and other bus operators to make sure that a mechanism is put in place to ensure that traffic is re-routed and diverted away from flooded areas during a major incident.
- **A River Cole Valley Partnership** arrangement should be pursued by the Environment Agency along the lines of the arrangements already in existence for the rivers Rea and Tame, to facilitate the provision of flood defence and flood alleviation measures along the River Cole Valley.

9.2 This report represents just one aspect which forms part of an ongoing programme of Scrutiny work. The Sustainability & Transport Overview & Scrutiny Committee will maintain a keen interest in scrutinising flooding and will continue to keep flooding on its agenda. The Flood Risk



Management Annual Report is already scheduled to be presented to the January 2019 meeting. This will provide Committee Members with an update on flood risk management related issues including progress with major flood risk management schemes in the city, progress with other flood risk management works including property level resilience measures, routine clearance, inspection and restoration work carried out and investigation and publication of any S19 flooding investigation reports.

### **Motion**

That the report is noted, and discussion points are forwarded to the Sustainability & Transport O&S Committee to feed into future work.

**Councillor Liz Clements**

**Chair, Sustainability & Transport Overview & Scrutiny Committee**



# Sustainability & Transport Overview & Scrutiny Committee

## Scrutiny Inquiry: **Managing the Risk of Flooding in Birmingham**

Written Evidence  
19<sup>th</sup> July 2018



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## **Sustainability & Transport O&S Committee**

### **Managing the Risk of Flooding in Birmingham**

**Thursday 19<sup>th</sup> July 2018**

**Committee Room 2, Council House, Victoria Square, Birmingham B1 1BB  
1000-1300 hours**

**Purpose:** To explore how the City Council and partners can better work together to prevent or minimise the risk of major flooding incidents (such as in May 2018) happening in the future.

**Meeting type:** Public meeting live-streamed via the internet with possible press attendance

- All timings are approximate and include the opportunity for Members to ask questions if needed

<b>Time</b>	
10.00 – 10.05	Introduction by Chair, Cllr Liz Clements – Purpose of the session and anticipated outcomes
10.05 - 10.20	Overview: Flooding on the public highway & the role of the City Council – Kevin Hicks, Assistant Director, Highways, Birmingham City Council
10.20 – 10.40	Paul Cobbing, Chief Executive, National Flood Forum
10.40 – 11.00	Representatives of FLAG Groups and Ward Councillors  John Clayton, Selly Park South, Flood Action Group (FLAG) Edward Clarke and Howard Smith, Selly Park Residents Community Association Cllr Nicky Brennan – Sparkhill Ward Cllr Lou Robson – Hall Green North Ward (TBC) Cllr Karen McCarthy – Bournbrook and Selly Park Ward (TBC)
11.00 – 11.20	Mike Grimes, Director, West Midlands and Ian Jones, FCRM Manager, West Midlands - Environment Agency
11.20 – 11.40	Tim Smith, Flood Partnerships Lead and Alex Mortlock, Business Planning Infrastructure Manager, Severn Trent Water
11.40 – 12.00	Michael Enderby, Head of Resilience and Kevin Hicks, Assistant Director, Highways Birmingham City Council
12.00 – 12.20	Richard Cowell, Assistant Director, Development and Jacob Bonehill, Principal Planning Policy Officer, Birmingham City Council
12.20 – 12.30	Closing Statement and Next Steps – Chair, Cllr Liz Clements



# Managing the risk of flooding in Birmingham

## Sustainability & Transport Overview & Scrutiny Committee

<b>Lead Member:</b>	Cllr Liz Clements
<b>Inquiry Members:</b>	Cllrs David Barrie, Zaker Choudhry, Kath Hartley, Tim Huxtable, Josh Jones, Chaman Lal, Hendrina Quinnen
<b>Officer Support:</b>	Rose Kiely, Group Overview and Scrutiny Manager Baseema Begum, Scrutiny Officer
<b>Key question:</b>	Why did the major flooding incident happen in May 2018, how effective was the response, how effective was communication with local residents in affected areas and how can the city prevent or minimise the risk of similar major flooding incidents happening in the future.
<b>Key lines of enquiry:</b>	<ul style="list-style-type: none"><li>• What were the main causes of the major flooding incident in Birmingham in May 2018?</li><li>• Who are the main responder agencies with a role for major flooding incidents and what are their responsibilities?</li><li>• How was the City Council response to the incident managed on the day?</li><li>• How was the response co-ordinated with multi-agency partners?</li><li>• What work has been done with householders and local communities in affected areas to raise awareness and communicate the level of risk in their area and what is achievable in terms of local flood risk management?</li><li>• How was communication and liaison with local people managed on the day and in the immediate aftermath of the incident?</li><li>• What are the main flood alleviation schemes to reduce the impact of flooding the affected areas and how are they progressing?</li><li>• What can planners do to embed flood risk management into development policies to mitigate risks in relation to future development to prevent flooding where possible and to minimise the impact of development on flood risk, especially in high risk areas?</li><li>• How can planning guidance and enforcement be strengthened to encourage developers to use sustainable drainage to minimise the impact of development in at risk areas?</li></ul>





## Managing the risk of flooding in Birmingham

<b>Anticipated outcomes:</b>	<ul style="list-style-type: none"> <li>Improved understanding of why the major flooding event in Birmingham in May 2018 happened and how the response was handled incorporating feedback from local communities.</li> <li>Identifying possible areas for further work where planning could potentially make improvements towards future flood prevention and mitigation</li> <li>Both of the above with a view to flagging up issues for further investigation by the relevant scrutiny committee.</li> <li>Taking a report to City Council for debate in September 2018.</li> </ul>	
<b>Key witnesses to include:</b>	<ul style="list-style-type: none"> <li>Mike Grimes, Area Director, Kathryn Wilkins, Business Manager, West Midlands, Environment Agency</li> <li>Tim Smith, Severn Trent Water</li> <li>Paul Cobbing, Chief Executive, National Flood Forum</li> <li>Michael Enderby, Head of Resilience</li> <li>Kevin Hicks, AD, Highways &amp; Infrastructure</li> <li>Jacob Bonehill, Principal Planning Policy Officer</li> <li>John Clayton, Selly Park South Flood Action Group</li> <li>Graham Allen, Selly Park Community Residents Association</li> <li>Councillors Nicky Brennan, Lou Robson and Karen McCarthy – as representatives for local areas affected by flooding.</li> </ul>	
<b>Background information to include:</b>	Local Flood Risk Management Strategy for Birmingham Oct 2017	
<b>Inquiry Plan:</b>	<p>June 2018 19 July 2018 July/Aug wc 6 Aug wc 13 Aug</p> <p>wc 20 Aug 31 Aug 2018</p>	<p>TOR agreed Evidence gathering Report drafting Share first draft with Members Amend report and re-circulate to Members Meeting with relevant Cabinet Member Final Report agreed by Committee Members Final Report published on CMIS to be debated at City Council Meeting on 11<sup>th</sup> September</p>

# Flood Risk Management

## BCC Overview

Sustainability and Transport Overview and Scrutiny Committee

19<sup>th</sup> July 2018



# Principal Organisations

## Birmingham City

- Lead partner responsible for ensuring that Flood Risk objectives are set and met and that a partnership approach is adopted.

## Environment Agency

- Essential partner responsible for main river and coastal flooding.
- Also have a national coordination role.

## Severn Trent Water

- Essential partner responsible for public sewer systems and the reduction of sewer flooding.

# Local Partnerships

- From Pitt Review recommendations, the lead local flood authority work closely with their partners.
- Partnerships have been developed over a number of years through joint working
- Formalised into a 3-tier structure to managing flood risk in Birmingham
- Developed and agreed with those organisations most closely involved with the management and operation of the water drainage systems for the area

# Organisational Hierarchy

Tier 1



Tier 2



Tier 3



# Local Flood Risk Management Strategy

- Birmingham City Council has a duty to maintain, apply and monitor the application of a Strategy in its area.
- To ensure that local flood risk is understood and managed in a coordinated way
- The strategy sets out 7 objectives and 20 policies in relation to:
  - Roles and responsibilities
  - The type and level of flood risk
  - How flood events are managed and investigated
  - How flood risk schemes are prioritised
  - Reducing the impact of development
  - Environmental Considerations
  - Sustainable Drainage (SuDS)
- Approved by Cabinet In October 2017

# BCC Drainage Assets

- BCC Undertake inspections
  - twice annually on Highway Drainage Assets
  - regular inspections of Flood assets which include grill structures, flood walls, watercourses and bunds
- Maintaining an Inspection Asset Register



## May 27<sup>th</sup> 2018 Flooding

- BCC along with Partners are currently investigating 126 Roads and up to 1600 properties affected by flooding
- Made contact with 1011 properties for information.
- Public consultations in Sparkhill and Selly Park have taken place since the flooding.

# Section 19 Investigation Report

- Report will outline:
  - Source of the flooding
  - Flooding mechanism
  - Responsible parties
  - Investigation undertaken
  - Actions undertaken
  - Future actions



## A report on the flooding in Selly Park South on Sunday 27<sup>th</sup> May 2018

### Cause of the flooding:

In a period of approximately 3 hours during the late afternoon and early evening of Sunday 27<sup>th</sup> May 2018, the Selly Park and Edgbaston areas received 82mm of rain (Note 1). In just one hour between 5pm and 6pm there was 59mm of rain (Note 2). To put this in context the long-term average total monthly rainfall for this location is 62mm (Note 2). The rainfall in those 3 hours was exceptional in terms of both quantity and intensity. The level of the River Rea at the Environment Agency's Calthorpe Park river level gauge, which has been operational for half a century, set a new record high. The Selly Park river level gauge, which became operational in 2009, also recorded a new record high.

Notes: 1 Recorded by the rain gauges of my own weather station in Cecil Road, Selly Park and closely matched by nearby Winterbourne Weather Station. 2. Data derived from Winterbourne Weather Station, University of Birmingham, Edgbaston.

### Type of flooding:

Despite the very high river level **there was NO river flooding (fluvial flooding) of roads or properties in the Selly Park South neighbourhood**. This was because of the new Selly Park South Flood Alleviation Scheme flood defences which became operational in December last year. Based on previous experience I believe that without the scheme flooding would have been much more extensive and severe. Under what was an extreme first test, the scheme worked perfectly and with considerable safety margins. The scheme is designed to safely contain flood water upstream of Dogpool Bridge, releasing it downstream at a controlled maximum rate during the period of the flood and afterwards as the river level falls. **The flooding which occurred in the Selly Park South neighbourhood was entirely pluvial in nature** - surface water flooding caused by the torrential rainfall overwhelming the urban drainage system and exceeding the infiltration capacity of any open ground such as gardens and open land.

### Location of the flooding:

All of the streets in Selly Park South were awash with rainwater, as were probably most of the streets in Birmingham. However, in several locations in the Selly Park South neighbourhood, the water on the roads and pavements was up to an estimated maximum of approximately 50cm deep. The locations were:

- Dogpool Lane between Cecil Road and Fashoda Road.
- Fashoda Road between Dogpool Lane and Hobson Road – particularly the eastern side of the street which is lower than the western side.
- A small section of Kitchener Road to the west of Cecil Road.
- Moor Green Lane between Dad's Lane and the river bridge. (This is in Moseley/Stirchley but is included within the designated area of Selly Park South Neighbourhood Forum).

The water was deeper in these locations because of small but highly significant variations in topography and the flow routes of the surface water.

In these locations the water was sufficiently deep to enter the front gardens of properties, lap against door steps and in a limited number of cases, enter houses. In some locations this was made worse by traffic attempting to pass through the floodwater creating bow waves. In a few locations too,

floodwater got around to the backs of houses via alley ways (Fashoda Road and through to the rear of adjacent Cecil Road properties). In at least one road location drainage inspection covers were forced off by water surging out from the overloaded system. There was no evidence of this coming from the foul water sewers, although in another location on the Pebble Mill playing fields, foul water debris was left around inspection covers which had lifted.

### **Responses to the flooding:**

Very soon after the outset of the rain storm, when its exceptional intensity became apparent, I set about mobilizing the volunteers of the Selly Park South Flood Action Group and distributed *Hydrosnakes*® – hygroscopic flood defence sacks - to some of the most vulnerable locations, including the houses in lower Moor Green Lane, but the speed and scale of the event limited what could be achieved with our local resources. In the past Fashoda Road suffered fluvial and pluvial flooding, in September 2008, June/July 2012 and June 2016, and many residents have experience in attempting to defend their properties and in some cases possess makeshift equipment to deploy to this end. Members of the Flood Action Group assisted residents where possible. I phoned the emergency control room requesting sandbags from Birmingham City Council, but it was not possible to deliver these because of the speed of the flooding and the traffic chaos which blocked many main roads including Pershore Road and Bristol Road. With further storms possible later in the week I requested, and the City Council arranged, a precautionary delivery of 200 sandbags to the locations in our neighbourhood most at risk, namely Fashoda Road between Hobson Road and Dogpool Lane and the Moor Green Lane houses by Dogpool Bridge. At the same time I distributed temporary (adhesive) air brick covers from the Flood Action Group stock to the same locations and also provided more *Hydrosnakes*® for the Kitchener Road location. Since the flood event I have worked with relevant officers of the Environment Agency in providing information and carrying out analysis of the event, through meetings, site visits, telephone conversations and emails.

### **Conclusions:**

This was an exceptional event because of its speed of development and intensity. Whilst the Met Office and Flood Forecasting Centre had issued Yellow Warnings well in advance, such warnings are commonplace in summer and alert us to the possibility of problems. It would be impractical, however, to deploy sandbags on every occasion a Yellow Warning was issued. Amber Warnings (take action!) as far as I'm aware were not received until the event was underway. The development of more precise forecasting of intensive convectional rainfall events remains a need.

Our flood action group is used to dealing with fluvial flooding from the River Rea in which the lead time is longer and sequence of events slower and more predictable. This is the first time we have faced exclusively pluvial flooding, which was in this case of an exceptionally extreme nature.

From the nature of the flood water in Fashoda Road and personal observation, I believe a significant amount of the surface runoff came from the undeveloped land on the opposite side of Dogpool Lane owned by St Andrews Healthcare. It was planned to develop a new hospital on this land, planning permission granted and indeed St Andrews contributed partnership funding for the Selly Park South Flood Alleviation Scheme. This development however has been put on hold, and until it is completed, with its associated sustainable urban drainage features and runoff attenuation measures, the open land will remain a worrying source of surface runoff. This factor needs addressing.

The urban drainage system needs to be maintained at maximum operating condition at all times. Even then, I doubt whether it would have the capacity to cope with rain storms of the magnitude of the 27th May event.

Steps need to be taken to prevent through traffic passing along Dogpool Lane, Moor Green Lane and the terraced streets of Selly Park South because the waves created make the effect of the floodwater considerably worse. Too many drivers take no notice of requests from residents and Flood Action Group volunteers not to use these routes, and indeed some drivers are very abusive. Following abusive behaviour by drivers on 27<sup>th</sup> May, I have now advised Flood Group members, for their own personal safety, to desist from requesting drivers not to pass. In my opinion the only authority which some drivers will accept is that of the police and during the previous flood of 16<sup>th</sup> June 2016 I made repeated calls to the police which brought no response, so on this occasion I did not seek police support. The whole issue of traffic management during flood events needs addressing.

**My own background:**

I have a degree in Geography and Education and have specialised in the study and teaching of hydrology and meteorology. For several years I also worked in a part time consultancy role with the Royal Meteorological Society. I became the Coordinator of Selly Park South Flood Action Group on it's foundation following the September 2008 flooding in the neighbourhood. I have experienced several flood events in the neighbourhood since then and have worked closely with officers of Birmingham City Council (Drainage and Resilience) and the Environment Agency. Until recently I also spent several years as a member of the Environment Agency Trent Regional Flood and Coastal Committee. This report is based on my own personal observations and information gathered during the flood event of 27<sup>th</sup> May 2018 and during previous flood events.

John Clayton B.Ed. (Geography and Education – University of Birmingham), FRGS.

## SUSTAINABILITY AND TRANSPORT SCRUTINY COMMITTEE

### Report on the Severe Flood Event In 'Selly Park North' 27th May 2018

*Compiled by the 'Selly Park North' Flood Action Group. The group was formed as a sub group of the Selly Park Residents' Community Association (SPRCA) at a special meeting on 25th June 2018 as a direct response to the Flood Event.*



#### 1. What Happened

In a period of three hours on the afternoon of Sunday 27 May 2018, Selly Park experienced 82 mm of torrential rainfall. This was an exceptional localised weather event. Between 5pm and 6pm there was 59 mm of rain. To put this into context, the average monthly rainfall for May in Selly Park is 62 mm. The rainfall is a new record in terms of quantity and intensity. New record highs were also recorded on the gauges for the River Rea in Stirchley and further downstream in Calthorpe Park. The depth of the Bourn Brook, the main cause of flooding to Selly Park North, is not known as the Environment Agency (EA) have no gauges or monitoring in place to measure it.

This exceptional amount of rainfall caused flooding in 'Selly Park North' on Reaview Drive, Pershore Road, Sir Johns Road, Fourth Avenue and Third Avenue. Whilst the weather was exceptional, it is not unprecedented.



Convection storms and periods of heavy rain caused flooding in the same area on Saturday 6 September 2008 and Thursday 16 June 2016. The flooding of 27 May 2018 followed the same pattern. The 2016 event was significantly worse than 2008. The 2018 event was marginally worse than 2016.

The cause of the flooding is well documented and researched by the EA. It is primarily fluvial flooding from the nearby Bourn Brook, exacerbated by surface water flooding as the ageing drainage and sewerage systems are totally overwhelmed. The Bourn Brook flows from West to East in a channel through the former BBC Pebble Mill site, through a bridge under the Pershore Road then through more bridges and a narrower channel in The Birmingham Wildlife Conservation Park before joining the River Rea in Cannon Hill Park. The bridge at the Pershore Road and the channel through the Conservation Park constrict the flow of the Bourn Brook. The water backs up and fills the floodplain formerly occupied by the old BBC Social Club (Plot 6). The floodwater then spills onto the Pershore Road and flows in a southerly direction before turning into Sir Johns Road. It then splits northwards flowing into the River Rea at the north end of Sir Johns Road and southwards down Fourth Avenue into the bottom of Third Avenue and then into the Rea. Fortunately, so far, the River Rea has managed to cope with the Bourn Brook's overspill.





Following the flood of 2008, the Environment Agency / Rea Catchment Partnership came up with a design and funding for a major flood alleviation scheme consisting of a flood storage area upstream at Harborne Lane and a 2.4m diameter culvert on the site of the old BBC Social Club to route the overflow of the Bourn Brook under the Pershore Road and under 'Zoo Drive' into the River Rea. The scheme was still in the planning process when the 2016 flooding event occurred. Originally planned for completion in late 2017, constructors ran into technical difficulties due to the range of services encountered whilst tunnelling under the Pershore Road. Consequently, the main part of the scheme is still not functional. The flood storage area at Harborne Lane made little difference to the scale of the flooding. Work continues on the tunnel and it is hoped the scheme will be functional by September 2018.

On 27 May, floodwater was pouring down Sir Johns Road by 5.40pm. Its rapid rate of flow constituted a very real threat to health and safety. The force of the water lifted off sewerage manhole covers. Fortunately, there were no fatalities. Members of the Fire Service were present at the scene shortly after 6.00pm and with direction from helpful neighbours offered reassurance and assistance to older people and other residents, ferrying them to safety. Residents registered with 'Floodline' received a Flood Warning at 6.16pm, 30 minutes after the first properties were already flooded. These warnings are issued in response to measurements of the River Rea and therefore not directly relevant to the cause of flooding for Selly Park North. The floodwater reached its peak around 7.00pm. The floodwater in houses had subsided below floor level by approximately 9.30pm. The road was clear of floodwater by midnight.

Approximately 150 houses were effected either directly or indirectly as the overspill from the Bourn Brook flowed from West to East to join the River Rea. In simple terms, the worst flooding was from 2 - 12 on the eastern side of Sir Johns Road and all of the 24 houses on Fourth Avenue which were flooded to a depth of 40 cms approx. The western side, Nos. 1 - 19 and eastern side Nos 14 - 22 of Sir Johns Road, were flooded to a depth of 20 cms approx. Nos. 19 - 35 Third Avenue, on the north side of the road were flooded to 14 cms approx. The Survey undertaken by BCC in 2016 and the survey being undertaken presently will give a more precise picture of the damage caused.

## **2. Observations, Comments and Concerns**

Three major flood events in ten years from the same set of causes have left our community feeling angry, frustrated and vulnerable. The presence of the Environment Agency and representatives from Birmingham City Council (BCC) at the SPRCA meeting on 6th June to answer questions was much appreciated. The absence of a representative from Cathorpe Estates was

lamentable. It was our understanding that Plot 6 of the Pebble Mill site would not be developed until the scheme was functional. It was a floodplain but is not anymore. The ground level has been raised significantly and a 2m high levee on the south side of the Bourn Brook has been created with a gap for the proposed channel leading to the scheme's culvert. Our only residual flood protection was compromised. How was this allowed to happen?

## **Our Questions:**

### **a. *To the Environment Agency***

- i. What can be done to speed up completion of the Flood Alleviation Scheme?
- ii. When the delay to the scheme was first identified did you consider putting any other flood protection measures in place? Can anything be put in place now?
- iii. An enormous amount of trust is being placed on the projected efficiency of the Flood Alleviation Scheme. In addition to the scheme, can other low cost measures be put in place working jointly with BCC to expedite the flow of floodwater into the River Rea? For example: changing the surface topography of 'Zoo Drive', modifying the alleyways and kerbs on Fourth Avenue and the east side of Sir Johns Road to act as channels. Dropping kerbs and removing walls certainly helped water flow into the Rea more easily at the bottom of Third Avenue. Can the eastern end of Sir Johns Road be modified in a similar way?
- iv. Can more be done to the infrastructure to improve the flow of the Bourn Brook at the bridge under the Pershore Road and through the Wildlife Conservation Park?
- v. Have all opportunities to increase flood water storage capacity upstream in the Bourn Brook catchment been explored and considered?
- vi. Can more opportunities be provided for water to be reversed through the sewer network further up the catchment to reduce peak river flows?
- vii. Can the level of the Bourn Brook be monitored and linked to the Floodline Warning Service?

***b. To Birmingham City Council (both as the Council and Lead Local Flood Authority)***

- i. Why was building work on the former floodplain (Plot 6) of the Pebble Mill site allowed to go ahead prior to the completion of the Flood Alleviation Scheme?
- ii. The high-density development of the Pebble Mill site has had a huge impact on the Selly Park North area already and is only partly completed. Has the planning process adequately scrutinised its impact on the potential flood risk to the area?
- iii. Can you work in conjunction with the EA, Severn Trent (ST) and Calthorpe Estates (CA) to consider and put in place the additional measures suggested above to supplement the flood scheme?
- iv. The Strategic Partnership (BCC, EA, ST, and CA) for the Selly Park North scheme does not appear to have addressed satisfactorily the risks associated with the delays. How can it be improved to be more dynamic and effective (such as resident representatives)?
- v. Can surface water drainage in the area be improved?
- vi. Are Sustainable Urban Drainage Systems (SuDS) in place in the catchment and working effectively?

**Selly Park Residents' Community Association**  
**10 July 2018**

# Selly Park - May 2018 floods

## Frequently asked questions

The following frequently asked questions were provided to us by the local community at drop in sessions and through residents approaching us directly. Working together with Birmingham City Council and Severn Trent Water, the Environment Agency have developed the following information.

### The events of 27 May 2018

#### What happened?

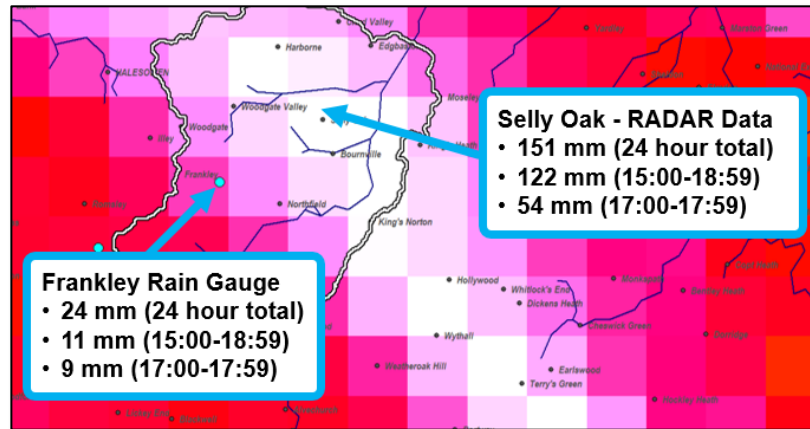
- During the early evening of Sunday 27<sup>th</sup> May 2018 a significant rainfall event occurred with extremely high rainfall totals being recorded across the Bourn Brook catchment. In the Selly Park area of Birmingham we saw the highest recorded rainfall totals ever seen, in an incredibly short period of time.
- The high intensity rainfall triggered flooding from surface water and the backing up of drainage systems. Anecdotal reports suggest that most properties did not suffer internal flooding as a result of this initial surface water build up. It is, however, recognised that voids underneath buildings, gardens and the highway were impacted.
- Shortly after the initial onset of the storm, the Bourn Brook breached its banks and started to flood the old Pebble Mill Sports and Social club site. As in previous events, the depth of water on the Pebble Mill site was such that water flowed onto the Pershore Road and was routed towards properties aligning the Pershore Road and the Selly Park north community.
- Computer modelling and onsite reports confirm that significant flooding of property occurred once the rush of water came through from the Bourn Brook. This is contrary to some initial media reports that suggested the event was solely a result of surface water flooding.
- The evidence collected confirms that the flood event on the Bourn Brook was the largest recorded and was greater than those witnessed in 2008 and 2016.

#### How large was this event?

The nearest Met Office rain gauge to the Selly Park community is the Winterbourne gauge located at the Botanical Gardens in Edgbaston (approximately 1km from Selly Park). This gauge recorded considerable rainfall totals during the event as shown in the below table. The **monthly** average rainfall for May is 55mm.

Winterbourne No. 2	1 hour	2 hours	3 hours
Rainfall (mm)	58.6	73.6	80.8

Images taken from radar data show that the rainfall experienced over the Selly Park area was even more intense than recorded at Winterbourne (see following image). Whilst not as reliable as gauge data, these records do provide an insight into the severity of rainfall experienced. It is also worth noting the relatively small rainfall totals recorded 4km away at Frankley, showing the variability of the storm.



Based on these rainfall totals, the **rainfall event** experienced was significantly larger than anything recorded previously. Calculations have concluded that this was an event with less than a 0.5% chance of occurring in any given year (i.e. greater than a 1 in 200 year **rainfall return period event**).

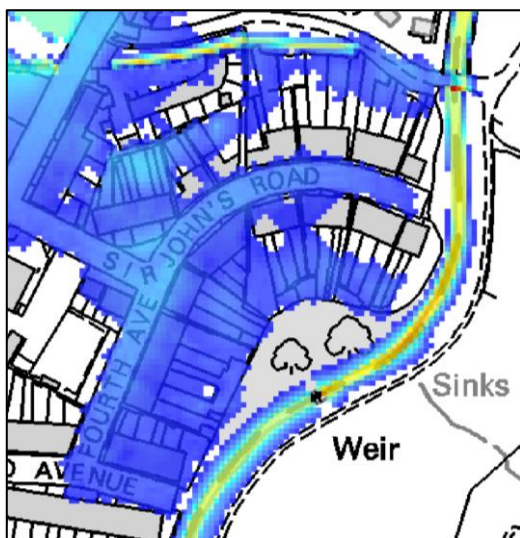
It is important to note that whilst Selly Park experienced this rainfall event, other parts of the Bourn Brook catchment experienced far less intense rainfall. As such, the size of rainfall event experienced in this one location does not translate to the same size river return period event on the Bourn Brook.

Modelled analysis of the Bourn Brook suggests that the event experienced from the watercourse had a 2% chance of occurring in any given year (i.e. a 1 in 50 year **river return period event**). For comparison, the flood event experienced in 2016 is estimated to have had a 5% chance of occurring in any given year.

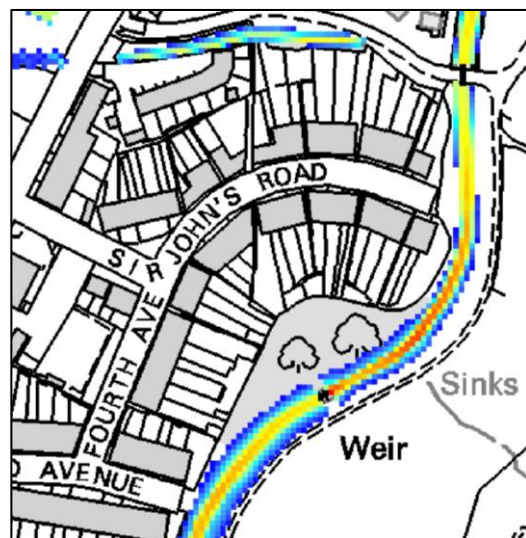
The Selly Park area is estimated to have a 10% chance of flooding in any given year. This puts the area in the highest category of flood risk (very significant). Whilst the regularity of flooding in recent times may seem to contradict quoted return periods (E.g. 1 in 50 year event) this terminology is used to express a probability and is assessed from data records over a considerable period of time.

## Would the Selly Park North scheme have worked?

The flood alleviation scheme would have managed all flows from the Bourn Brook and as such, would have significantly reduced the impacts of the event experienced. Our analysis confirms that the scheme would have coped with this event, with capacity still remaining within the upstream storage area and bypass culvert.



Re-creation of May 2018 Event – River Flood Risk



May 2018 Event with Flood Defence Complete

## The Flood Alleviation Scheme

### How does the flood alleviation scheme work?

The scheme involves deepening and widening of an existing flood water storage area near the Bourn Brook Walkway on Harborne Lane. This work was completed before the flood event and has more than doubled the capacity of the storage area.

Flow improvement works are also being carried out, including land raising and creating an overland flow route to direct flows to a new bypass culvert (2.4m in diameter) running underneath the Pershore Road. This will reduce the risk of flood water getting onto the highway and being routed towards the community.

Once completed, the project will reduce the risk of flooding in the Selly Park area from very significant to low, with the scheme being designed to deal with river flood events having a 1% chance of happening in any year, including an additional allowance made for climate change.

### How has the scheme been modelled?

The detailed hydraulic computer model, initially created in 2009/10, was improved and updated during development of the flood alleviation scheme to include a series of improvements. These included the addition of new survey data and making sure flow calculations were in line with recognised best practice for urban catchments. The model has been calibrated and verified with gauged data and anecdotal evidence collected during discussions with local residents. During the appraisal and design of the flood alleviation scheme, the computer model was reviewed by three different Environment Agency framework consultants to provide confidence in the approaches taken.

Following the flood event in 2016, significant analysis was undertaken to ensure that the computer model used as the basis for the flood alleviation plans, was robust. The storm was re-created, based on local rain gauge records and radar data, and then applied to the model to replicate the event. Similar analysis has been carried out since the May 2018 flood event. The outputs from these model simulations correlate very closely with observed flooding. Flood extents and depths have been verified, and analysis at the Calthorpe Park river gauge (1.5km downstream on the River Rea) shows a very good correlation between observed and modelled flows and levels.

Both the 2016 and 2018 flood events have been simulated with the flood alleviation proposals included, to ensure that the scheme would have prevented the spill of flood water from the Bourn Brook onto the Pershore Road and into the Avenues that ultimately resulted in flooding to properties. This analysis demonstrates that the proposals would have been sufficient to prevent this flooding from occurring. It should also be noted that the analysis undertaken, demonstrates that the flood alleviation proposals would have been able to cope with a larger event than those experienced in June 2016 and May 2018.

### When will the Selly Park North scheme be completed?

The Selly Park north scheme is scheduled to be completed by the end of 2018, but is likely to be operational (i.e. providing flood risk betterment to the Selly Park community) before then (likely late summer/autumn 2018).



## Why has the project not been completed?

It is important to recognise that we have not changed what we are doing but have changed how it is being delivered. We are confident that the flood alleviation scheme will work as designed by specialist flood risk consultants.

Tunnelling underneath a busy, strategically important road is a highly complex task which comes with a series of risks that need be managed. Whilst discussions with Severn Trent Water (STW) had taken place during the design of the flood alleviation scheme (to ensure that the scheme would work once completed) it was the application for tunnelling machinery to pass beneath their services that resulted in further analysis being required. As is industry standard, this application was submitted to STW by our contractors undertaking the works, once they had determined the tunnelling methodology that would be used to construct the flood bypass culvert.

This application brought to light a series of questions regarding the condition, age and sensitivity of the water main which needed to be fully examined before the tunnelling machine could pass safely underneath the service. The importance of these discussions was further highlighted by other water main bursts across the Severn Trent network.

As analysis of the pipe continued, it became evident that measures would need to be put in place to ensure that the tunnelling operation did not induce strains that could result in a breach of the water main. This was important to a) protect the life of the operatives controlling the tunnelling machine underground b) prevent the potential for flooding resulting from a mains water breach and c) prevent significant damage to the Pershore Road and other infrastructure.

Development of the measures required to protect the main took time, but was undertaken in full partnership with STW and has been independently verified. A series of different options were considered and examined to ensure that the implemented solution is robust.

During design of these measures, works continued at Harborne Lane and implementation of the temporary works needed to support the water main were carried out below ground from a launch pit in the entry way to Zoo Drive. These works have now been completed, enabling the tunnelling works to re-commence.

## Was the water main on the risk register?

Utility services are always on our risk register for large flood defence construction projects such as this. There are a number of risks associated with utilities infrastructure which were captured and reviewed throughout scheme development. These risks include delays to project completion, technical risks resulting in limited viable engineering solutions and cost risks, potentially resulting in scheme termination. Unfortunately on this project the risks associated with services within the Pershore Road were realised and measures needed to be taken to ensure that the infrastructure was secured and the risk to operatives underground was managed.

## Has Partial Completion of the Scheme Increased Risk?

The partial completion of the scheme has not increased flood risk to the community. With the construction of any flood alleviation scheme, a lot of analysis is carried out to ensure that the phasing of the project is undertaken in such a way to avoid an increase in flood risk at any point to third parties. In this instance, land has been raised on part of the Pebble Mill site in the first phase of embankment works. However, this has been significantly offset by the completion of the flood storage works at Harborne Lane. To set this in context, the net increase in storage along the Bourn Brook is in excess of 5,000m<sup>3</sup>.



We can confirm that during the flood event on Sunday 27<sup>th</sup> May the Harborne Lane storage area did operate as designed, reducing impacts in the downstream catchment. However, it is important to recognise that it is the 2.4m diameter tunnel at Pebble Mill that will make the biggest difference in reducing flood risk to the Selly Park north area.

## Flood Warning

### How did the Environment Agency respond to the event?

The Environment Agency works with Councils, Severn Trent Water and other partners to prepare for, manage, and recover from flood incidents. We share information, forecasts and advice with our partners via daily telephone conferences and email communications.

During the latest event our Birmingham & Black Country Field team were out on the Bourn Brook at approximately 8pm on Sunday 27<sup>th</sup> May, ensuring the screens were cleared on the river. Our staff were out in the area from the next day to support residents where we could and we have been working closely with Birmingham City Council on recovery since.

### Why was the flood warning issued late?

We do not have a specific warning for flooding from the Bourn Brook. Currently residents can sign up to receive warnings from the River Rea, however we do advise customers that this only provides an indicative warning.

You can check local river levels at <https://flood-warning-information.service.gov.uk/river-and-sea-levels>

### What can be done to improve flood warning for Selly Park North?

We are working closely with national colleagues and local partners to establish what options might be available for an earlier warning to the Selly Park north community. Given the rapid onset of flooding experienced in this area it is likely that this will be a warning issued based on weather forecast (potentially supported by CCTV monitoring of the watercourse). There are a number of limitations associated with this, with it being likely that the warning will be issued fairly regularly during the summer months when there is the possibility of storm conditions.

We will engage with the community as this develops to ensure that whatever system is put in place is effective at a local level.

## Surface Water Flooding

### Will I be at surface water flood risk once the Bourn Brook works have been completed?

The Bourn Brook and surface water runoff both contributed to the flooding at Selly Park north. Reports from local residents and mapped simulations carried out prior to the flood event, confirm that the majority of properties, if not all, did not suffer internal flooding as a result of surface water. Whilst surface water is incredibly disruptive, it is the overtopping of the Bourn Brook that resulted in flooding to people's homes, as was the case in 2016.

Our Risk of Flooding from Surface Water maps, available at <https://flood-warning-information.service.gov.uk/long-term-flood-risk/map> show what we expect to happen in a rainfall event, without flooding from the Bourn Brook. This shows that flooding to the highway is expected in a similar storm, but that the vast majority of houses would not be affected even in a much larger storm than that recently experienced.

## What can be done to reduce surface water flood risk?

The Environment Agency, Birmingham City Council and Severn Trent Water will be working together to better understand the risk from surface water flooding. Severn Trent Water have recently checked the majority of the sewers in the area to make sure there is nothing that would prevent water draining away. They will also be reviewing how the sewers operate during heavy rainfall, including the potential interactions with river flows and surface water run-off, and whether there are any drainage improvements that can be made to help reduce the risk. Alongside this work, Birmingham City Council will be investigating whether any changes can be made to land elevations (especially at the end of Sir Johns Road and Third Avenue) to improve the flow of surface water into the River Rea.

## What Happened at Selly Park South?

Our completed scheme at Selly Park south, worked as designed and protected homes from the River Rea. Some homes were still affected by surface water flooding, however, the impacts were far less widespread than if the scheme had not been in place. Initial reports suggested around 10 properties had been affected by surface water flooding, with a number of these being a direct result of bow waves from vehicles moving through flood waters. Based on anecdotal reports and gauged records, river levels at Selly Park south were similar to those experienced during the 2008 flood event when nearly 100 homes were flooded from the River Rea.

## How and when do Birmingham City Council maintain local drains?

Drains are inspected and assessed twice a year, photos taken, and if needed are then cleaned within 28 days.

## Have tarmacked driveways added to the problem of surface water flooding and how are these regulated?

Paving front gardens can cause a small increase in the risk of flooding. From 1 October 2008, the Government introduced changes to the General Permitted Development Order, making the hard surfacing of more than five square metres of domestic front gardens permitted development only where the surface in question is rendered permeable. Use of traditional materials, such as impermeable concrete, where there was no facility in place to ensure permeability, requires an application for planning permission. Birmingham City Council will advise if and when planning permission is required – however following approval, or if undertaken as permitted development, there are no checks to ensure it has been undertaken in accordance with approval/regulation unless a complaint is raised.

## Can traffic be stopped during flood events to prevent bow waves exacerbating the effects of flooding?

A road can be closed if flooding created a safety issue, a risk to personal safety or damage to property. A closure can also be imposed to facilitate works required. Emergency road closures by their nature cannot be planned, so are usually arranged by Birmingham City Councils Highway Maintenance Partner, Amey as an emergency.

## **Impact of New Development**

### **Has development on the Pebble Mill Sports and Social Club site increased flood risk?**

Development on Pebble Mill will be constructed in accordance with the approved Flood Risk Assessment (FRA) forming part of the planning application submitted to Birmingham City Council. In line with the successful works completed at Harborne Lane, development on the sports and social club site will not result in an increase in flooding during the interim period leading up to completion of the flood alleviation scheme. Any queries related to the development itself should be directed to either Calthorpe Estates or Birmingham City Council's planning team.

### **Has development further upstream increased flood risk and are new developments incorporated into the scheme model?**

When modelling and designing the scheme, we have considered the whole catchment and assumed that in large events, drainage systems will be overwhelmed (creating a worst case scenario to design against).

Any new development must comply with the National Planning Policy Framework (NPPF) and Birmingham's Local Plan. This requires Sustainable Drainage Systems (SuDS) to be included in redevelopments, runoff rates reduced, and exceedance flows managed. As such, any new development in the Birmingham area will ensure that there is no increase in run off from the site into local drainage systems. In the vast majority of instances run off will be significantly reduced and stored within the development site until it can be discharged at a safe rate into the drainage network.

### **Why did I receive a planning letter about more development two days after the flood event?**

The letter was sent out automatically in accordance with the LPA's registration targets following submission of a planning application. It was unfortunate that this timing occurred in line with the flood event.

## **Health and Well Being**

You can find guidance on planning, managing and recovering from a flood at <https://www.gov.uk/government/publications/flooding-planning-managing-and-recovering-from-a-flood>

Plus more detailed health related questions and answers <https://www.gov.uk/government/publications/flooding-questions-and-answers-about-health>

### **How do I check if flood water in my home was contaminated and what's the best way to deal with silt in my house?**

All flood water will contain some degree of sewerage, so it is advisable to assume there has been contamination even if the water looked clean. Hard surfaces should be scrubbed using suitable protective equipment, and soft furnishings discarded or professional advice sought on cleaning and disinfecting. Silt removal may require professional services, as more damage may be caused by cleaning by shovel or pressure washer. There is more detailed advice on cleaning your home safely at <https://www.gov.uk/government/publications/floods-how-to-clean-up-your-home-safely>

## Is there funding available for homeowners to help with recovery?

Birmingham City Council do not offer 'Emergency Hardship Funding' for affected homeowners or businesses.

## What are the health and wellbeing implications of flooding and walking through flood water?

The advice from Public Health England is to always avoid entering flood water, as it will contain contamination, and there may be hidden risks to life such as electrocution risks and submerged hazards such as raised drain lids.

Infection problems arising from floods in this country are rare. Usually any harmful bugs in floodwater become very diluted and present a low risk, but there are a few precautions to be aware of when dealing with flooding which should prevent unnecessary additional health problems:

- wherever possible, try to avoid coming into direct contact with floodwater. If you have to go into the water, wear waterproof gloves and rubber boots and remember to be careful of potentially concealed hazards
- wash your hands – this is the most important way to get rid of harmful bugs.
- keep children out of the water
- do not eat any food that has been in contact with floodwater or sewage

For more detailed advice see

<https://www.gov.uk/government/publications/flooding-questions-and-answers-about-health>

## Am I entitled to compensation?

We fully understand the significant distress the recent flooding has caused and the frustration that this has happened during construction of the scheme. The National Flood Forum have worked with many communities across the country, and offer expert advice on many aspects of life after a flood and where to go for help, including with matters that affect health and wellbeing.

The Environment Agency undertake capital projects under our permissive powers and we have worked hard to get this scheme developed and funded working with partners. Whilst we are fully committed to delivering this scheme, there is no obligation to reduce flood risk to any community so compensation is not payable.

## Other

## Can temporary defences/measures be installed?

Given physical constraints and the highly urbanised nature of the local area there is limited scope for temporary measures to be installed. Construction of demountable defences takes a considerable amount of time in comparison with the rapid onset of flooding experienced from the Bourn Brook and are likely to be ineffective. In addition, altering flow paths along the Pershore Road is likely to increase flood risk to other areas which is not permitted.

We will be working with Birmingham City Council and the local community to determine whether sand bags would prevent future flooding, potentially linked to the flood warning improvements mentioned above.

## Advice on Insurance

Following completion of the flood alleviation scheme we will provide you with a letter for your insurance company stating that your risk of flooding has been reduced from very significant to low. The letter will be in a format agreed with the Association of British Insurers and is usually taken into account by insurance companies when assessing renewals/new applications. An example of this letter can be found on the SPRCA website. We will also update our online maps to reflect the reduced level of risk.

If you are in an area that has seen flooding it can seem harder to get insurance cover for a reasonable price. You should still shop around, but some insurers have agreed to make sure their insurance covers flooding without being too expensive or having too large an excess. There is a list of these companies on this website - <https://www.floodre.co.uk/>

The National Flood Forum have worked with many communities across the country, and offer expert advice on insurance and where to go for help. Their website is <https://nationalfloodforum.org.uk/> or you can phone them on 01299 403 055.

## Future Communications

We are keen to work closely with the community and would be happy to attend meetings, share information or provide advice wherever we can. For further information on any of the topics raised in this briefing or should you have queries not covered in the above, then please contact our enquiries team –

[Enquiries \[Westmids@environment-agency.gov.uk\]\(mailto:Enquiries\_Westmids@environment-agency.gov.uk\)](mailto:Enquiries_Westmids@environment-agency.gov.uk)

We will provide a copy of the “Frequently Asked Questions” document on the Rea Catchment Partnership website ([www.reacatchmentpartnership.co.uk](http://www.reacatchmentpartnership.co.uk)) where you will be able to find updates as applicable.

- What were the main causes of the major flooding incident in Birmingham in May 2018?

The main causes of the flooding was from rivers and watercourses, sewer surcharging and surface water flooding as a result of an extreme rainfall event. The Environment Agency (EA) is currently undertaking a detailed analysis of the event.

- Who are the main responder agencies with a role for major flooding incidents and what are their responsibilities?

The main responders and their roles are defined in the Flood Water Management Act (FWMA) and the Civil Contingencies Act 2004 and are principally the EA, Severn Trent Water (STW) and BCC. Arrangements are set out locally within the West Midlands Local Resilience Forum (WMLRF) with respect to flood planning arrangements.

- How was the City Council response to the incident managed on the day?

The BCC response was managed through the normal out-of-hours processes. Amey directly managed the incidents of highways flooding and on-call BCC duty officers from highways, drainage and Resilience supported response activities, together with a number of other teams from across the council (e.g. housing).

- How was the response co-ordinated with multi-agency partners?

BCC duty officers were informed of an incident of flooded properties in Selly Park North and Pershore Road and in consultation with West Midlands Police (WMP) the BCC officers activated a rest centre, opened the BCC control room and supported the needs of residents. After consultation with WMP, the rest centre was 'stood down' as most residents elected to stay in their homes. One vulnerable resident at the rest centre was placed in the hands of local authority care.

Whilst a major incident was not declared by any partner, following the storm event, a multi-agency group including the Environment Agency, BCC and other partners was established through the Flood Advisory Service telecom. Whilst BCC did not receive direct communication with the Environment Agency during the event the Council did work closely with them during recovery.

- What work has been done with householders and local communities in affected areas to raise awareness and communicate the level of risk in their area and what is achievable in terms of local flood risk management?

The Local Flood Risk Management Strategy for Birmingham sets out how the Council will raise awareness and communicate the level of flood risk. The Strategy also sets out what is achievable in terms of flood risk and how schemes are prioritised for funding.

Where properties have flooded internally the Council are committed to undertaking a full investigation in accordance with the requirements of the Flood and Water Management Act 2010. The findings of this investigation are published and all residents that responded to the initial investigation are notified that the report has been published.

Where resources permit, the Flood Risk Management team supports drop in events, ward meetings and public consultations in relation to flooding. In 2015, the Flood Risk Management team hosted a community/business drop in event (FloodFest) which aimed to bring together for the first time information about flood risk



management, sustainable drainage and environmental issues. It provided an opportunity for residents, businesses and those with a professional interest in flood risk to find out more, network and engage.

- How was communication and liaison with local people managed on the day and in the immediate aftermath of the incident?  
During the evening of the flooding, BCC duty officers were not made aware of the impact of flooding outside of Selly Park North for which the rest centre was opened. Post flood event reconnaissance has highlighted the wider extent of flooding, including flooding in areas not previously known to BCC.

A recovery group was established working closely with the Environment Agency as further situational updates came in highlighting the extent of the flooding. Any issues raised at recovery drop-in sessions by attending BCC/EA officers were followed up through normal BCC channels. In addition BCC waste and highways crews provided direct support to residents in the immediate days after the flooding.

Since the event on 27<sup>th</sup> May the level of officer support provided for residents and businesses from BCC and partner agencies has been a subject of discussion across all of the organisations involved. As a result BCC are seeking to establish a form of clear commitment from the full range of service areas (both internal and external to BCC) that will for future events ensure a wider breadth of support to those affected by flooding events both during and after the events.

This commitment will principally focus on the attendance of officers at the locations affected in order to ensure that those affected by the flooding have direct access to the relevant and correct organisations and services to support their particular needs. Those needs will inevitably change as the event moves from the initial emergency response through to recovery, and the commitment (possibly in the form of a Memorandum of Understanding) needs to recognise the changing emphasis in the required support roles as an event moves forward.

- What are the main flood alleviation schemes to reduce the impact of flooding the affected areas and how are they progressing?  
The Flood Risk Management team are in the process of collating data on flooded areas and issuing flood investigation questionnaires to locations where we understand internal flooding took place.

Our current understanding is that there are some locations which have flooding previously and therefore have been subject to a detailed study or were included in the Section 19 flooding investigation into the June 2016 event. There are a number of further areas where there is no previous history of flooding and therefore a flood alleviation scheme is not proposed at the current time

Current flood alleviation schemes in areas affected are:

- Selly Park North – EA can provide further details
- Slade Road – Property Level Resilience – BCC delivery 2018



Proposed future flood alleviation scheme in areas affect are: (these are subject to securing funding and will be delivered 2021+)

- Upper Bourn Catchment – EA/BCC/STW partnership project. Proving flood risk management benefits across the upper Bourn Brook catchment, including areas of Woodgate, Bartley Green, Quinton, Harborne and Selly Oak.

Flood alleviation schemes which have been investigated but are unable to achieve required cost benefit ratio to bring forward are:

- Sparkhill – EA can provide further details
- What can planners do to embed flood risk management into development policies to mitigate risks in relation to future development to prevent flooding where possible and to minimise the impact of development on flood risk, especially in high risk areas?

The Birmingham Development Plan includes Policy TP6 sets out the requirements for managing flood risk in new developments.

In terms of ensuring future funding of flood prevention measures through developments, the pursuit of planning contributions should be continued to contribute towards the cost and implementation of flood alleviation schemes.

- How can planning guidance and enforcement be strengthened to encourage developers to use sustainable drainage to minimise the impact of development in at risk areas?

Possible strengthening of aspects of planning control could be;

**Making relevant guidance in to policy** - The Sustainable Drainage: Guide to Design, Maintenance and Adoption could be translated into planning policy. The current document is guidance, managed by the Flood Risk Management team.

**Increased levels of planning enforcement** – enforcement is required in cases where construction has taken place without planning consent or for the discharge of planning conditions. However there are reduced and limited enforcement officer resources within the Authority to carry out this function.

**Adoption of Sustainable Drainage Systems (SuDs)** - Adoption remains a key issue with sustainable drainage, principally due to maintenance obligations of those drainage assets and the reticence of developers/scheme promoters to meet that cost. The council developing its own adopting body would enable all features to be adopted as one possible solution to making the maintenance operation easier on new developments. But this would still potentially require a significant level of financial subsidy by the City Council to make the option of SuD systems attractive to developers.

## **Managing the risk of flooding in Birmingham**

### **Sustainability and Transport Overview & Scrutiny Committee 19/07/2018**

#### **The role of the planning system in mitigating and reducing the risk of flooding**

##### **Summary**

This statement provides evidence for the following key lines of enquiry:

- What can planners do to embed flood risk management into development policies to mitigate risks in relation to future development to prevent flooding where possible and to minimise the impact of development on flood risk, especially in high risk areas?
- How can planning guidance and enforcement be strengthened to encourage developers to use sustainable drainage to minimise the impact of development in at risk areas?

It sets out the role of the planning system and in particular the City Council as Local Planning Authority in mitigating and reducing the risk of flooding in Birmingham. It consists firstly of an overview of the relevant national and local policies. It then explains the mechanisms by which such policies may be reviewed and revised, including the timescales associated with doing so. Finally it provides an overview of enforcement activity with regards to potential planning breaches that may increase flood risk.

##### **National Planning Policy**

The National Planning Policy Framework (NPPF) is the main document with regards to national policy for planning. This document is supplemented by the online Planning Practice Guidance (<https://www.gov.uk/government/collections/planning-practice-guidance> updated regularly) which provides detailed guidance on how to apply and interpret the NPPF. High Court decisions result in case law that provide further clarity on how, in the opinion of the Court, decision makers (such as Local Planning Authorities, the Planning Inspectorate and the Secretary of State – Housing, Communities and Local Government) should lawfully apply policy and legislation in relation to planning.

The NPPF makes a number of references to flood risk and associated topics throughout the document, with the key chapter on flooding being chapter 10 'Meeting the challenge of climate change, flooding and coastal change.' The text of this chapter is attached to this statement for information purposes and the full NPPF is available at <https://www.gov.uk/guidance/national-planning-policy-framework> .

Paragraph 94 of the NPPF notes that 'Local planning authorities should adopt proactive strategies to mitigate and adapt to climate change, taking full account of flood risk, coastal

change and water supply and demand considerations. Paragraphs 99 to 104 set out in further detail how this should be done with additional guidance contained in the planning practice guidance (<https://www.gov.uk/guidance/flood-risk-and-coastal-change>). These paragraphs are summarised below:

Paragraph 99 – Sets out that Local Plans should take account of climate change over the longer term, including factors such as flood risk. Directs that new development should be planned to avoid increased vulnerability to the impacts of climate change and when development is brought forward in areas which are vulnerable ensure that risks can be managed through suitable adoption measures.

Paragraph 100 – Sets out that inappropriate development in areas at risk of flooding should be avoided, but where it is necessary making it safe without increasing flood risk elsewhere. Requires a Strategic Flood Risk Assessment (SFRA) and consideration of advice from the Environment Agency (EA) and other relevant flood risk management bodies such as the lead local flood authority (in Birmingham this is the City Council). Local Plans should take a sequential, risk-based approach to the location of development.

Paragraphs 101 and 102 explain the respective roles of the sequential and exception tests which are applied during both the plan making process and in determining planning relevant applications. The sequential test aims to steer new development to areas with the lowest probability of flooding. The exception test requires firstly that development that cannot be located in zones of lower probability of flooding to demonstrate that the development provides wider sustainability benefits that outweigh flood risk. Secondly a site-specific flood risk assessment must demonstrate that the development will be safe for its lifetime, without increasing flood risk elsewhere and, where possible, reduce flood risk overall. Both elements of the exception test have to be passed for development to be allocated or permitted.

Paragraph 103 requires local planning authorities when determining applications to ensure that flood risk is not increased elsewhere and that within a site the most vulnerable development is located in areas of lowest flood risk unless there are overriding reasons not to and to ensure that development is appropriately flood resilient and resistant, including safe access and escape routes as well as giving priority to the use of sustainable drainage systems. Footnote 20, which is referenced in this section also sets out that site-specific flood risk assessments are required for proposals of 1 hectare or greater in Flood Zone 1; all proposals for new development (including minor development and change of use) in Flood Zones 2 and 3, or in an area with Flood Zone 1 which has critical drainage problems (as notified to the local planning authority by the Environment Agency); and where proposed development or a change of use to a more vulnerable class may be subject to other sources of development.

Paragraph 104 clarifies that allocated sites that have been through a sequential test do not need to apply the sequential test a second time. Furthermore minor development and change of use (excluding change of use to caravan, camping etc. sites) should not be subject to the sequential or exception tests but should still meet the requirements for site-specific flood risk assessments.

Chapter 14 of the draft revised NPPF which was recently consulted upon and is anticipated to be published in the next few weeks in final form follows a very similar approach to the current NPPF. Minor changes include a requirement that on specific sites subject to the exception test at the time of plan making may require a reapplication of aspects of the exception test due to the nature and extent of flood risk identified during plan production and the age of that information. A further proposed change is the introduction of a new paragraph that makes clear that major developments should incorporate sustainable urban drainage systems unless there is clear evidence that this would be inappropriate and sets further guidance that such systems should:

- Take account of advice from the lead local flood authority
- Have appropriate minimum operational standards,
- Have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development; and
- Where possible, provide multifunctional benefits.

#### Local Planning Policy

The Birmingham Development Plan (BDP), which was adopted in January 2017 is the main strategic planning document for Birmingham and is what is known as a Development Planning Document (DPD). The main policy within this document relating to flood risk is policy TP6 'Management of flood risk and water resources'. This policy is repeated in full at the end of this statement, however in summary the main topics that it covers include:

- Clarifying that site specific Flood Risk Assessments are required in accordance with both national policy (currently defined in footnote 20 of the NPPF as discussed above) and the guidance outlined in the Birmingham Strategic Flood Risk Assessment (SFRA).
- Requires all major developments to have a Sustainable Drainage Assessment and Operation and Maintenance Plan.
- Sets a requirement that developments that require a site specific Flood Risk Assessment or Sustainable Drainage Assessment demonstrate that disposal of surface water from the site will not exacerbate existing flooding and that exceedance flows will be managed. Surface water discharge rates for such sites are

required to 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 is demonstrated that the cost of achieving this would make the proposed development unviable.

- Requires all development proposals to manage surface water through Sustainable Drainage Systems (SuDS). Where possible natural drainage is preferred and surface runoff should be managed as close to its source as possible in line with a drainage hierarchy that seeks storage for later use first before moving through a range of other options in order of preference with the least preferable option being discharge to a combined sewer. SuDS are required to protect and enhance water quality and to have long-term operation and maintenance arrangements in place for the lifetime of the development.
- Notes that rivers and streams are liable to natural flooding and requires them to be managed to ensure that this flooding takes place in locations which will not place built development or sensitive uses at Risk. The Sustainable Management of Rivers and Urban Frameworks SPD (SMURF) provides more detailed guidance. Notes the role of river corridors and floodplains as part of the City's green infrastructure network and sets out development principles for rivers and streams including:
  - Easements between developments and watercourses
  - Promotes the re-instatement of natural river channels
  - Promotes the opening up of culverted watercourses where feasible
  - Existing open watercourses should not be culverted.
- Sets out that opportunities to enhance the value of natural water features and canals will be encouraged provided that there is no adverse impact upon water quality, flood risk or the quality of the natural environment. Conversely, development will not be permitted that would have a negative impact on surface water (rivers, lakes and canals) or groundwater quantity or quality.
- Encourages provision of additional trees and woodland to aid water management and flood alleviation.

Further policies in the BDP that seek to reduce flood risk include policy TP2 'Adapting to Climate Change' which encourages measures to ensure greater resilience to extreme weather conditions in the built environment and in transport, energy and other infrastructure.

The Birmingham Strategic Flood Risk Assessment, which helped inform the development of the BDP, reinforces the need to apply a sequential test and exception test to many proposed

developments. It also includes further policies to ensure that all sources of flood risk are managed as part of any development. It is available from

[https://www.birmingham.gov.uk/downloads/download/387/flood\\_risk\\_assessments](https://www.birmingham.gov.uk/downloads/download/387/flood_risk_assessments) .

The Sustainable Management of Rivers and Urban Frameworks SPD (SMURF) provides further guidance for development located within river corridors in Birmingham which encourages better linkages between land use planning and water management, access and visual amenity. It is available from

[https://www.birmingham.gov.uk/downloads/download/356/sustainable\\_management\\_of\\_urban\\_rivers\\_and\\_floodplains\\_supplementary\\_planning\\_document](https://www.birmingham.gov.uk/downloads/download/356/sustainable_management_of_urban_rivers_and_floodplains_supplementary_planning_document) .

The City Council's validation criteria sets out when site specific flood risk assessments are required to be submitted with planning applications in accordance with the requirements currently set by footnote 20 of the NPPF.

#### Examples of recent applications where national and local policies have improved surface water run-off rates

The City Council can currently only confirm the run-off rate proposed by individual approved planning applications by interrogating the associated planning application files. As such an overview of how many approved applications in the relevant parts of the City proposed the expected greenfield run-off rates is not immediately available as it would require reviewing the individual planning application file for each development. In terms of the scale of this task in the financial year 2017/18 the City Council determined 4,773 planning applications. However, the City Council are currently in the process of reviewing its systems and processes to facilitate improved monitoring of planning applications which will allow this information to be more easily produced.

The examples below provide a sample of applications where national and local policies have secured improved surface water run-off rates:

Site address: Lifford Park - former Arvin Meritor Works

Application references: 2016/03703/PA (outline), 2017/05884/PA (reserved matters), 2018/01947/PA (discharge of conditions including SuDS not yet determined)

Proposed development: Erection of 101 residential units with associated infrastructure and open space.

Flood Zone: 1

Improvement to surface water run off rates proposed: At outline stage it was estimated that the proposed SuDS scheme would result in a 90% reduction in run-off compared to existing brownfield discharge rates. There is a current application to discharge the relevant

condition being assessed which proposes a maximum peak discharge rate (33.5 l/s) consistent with the greenfield run-off rate for the site (13.1 l/s/ha).

Site address: Hall Green Stadium

Application references: 2016/01219/PA (outline), 2018/04103/PA (reserved matters not yet determined)

Proposed development: Demolition of Hall Green stadium and residential development of up to 210 dwellings.

Flood Zone: 1

Improvement to surface water run off rates proposed: At outline stage it was considered that the proposed SuDS scheme would comply with the relevant local and national standards specifically the hierarchy of discharge, runoff rate and volume criterion. It included an indicative drainage network design which shows that the site could be successfully drained in a sustainable manner and that there is sufficient space on site to incorporate SuDS features. The design was to be further developed at the reserved matters stage including proposals to address localised flooding issues in neighbouring gardens. The reserved matters application is currently being assessed and further information has been requested from the applicants to confirm the anticipated run-off rates of the proposed SuDS scheme.

Site address: Martineau Centre

Application references: 2014/05096/PA (full), 2015/02929/PA (discharge of conditions)

Proposed development: Residential development of 121 dwellings and associated works. Change of use of clock tower building from office (Use Class B1a) to 6 residential dwellings (Use Class C3) and community floor space (Use Class D1), addition of associated landscaping and two access points onto Balden Road (revised scheme).

Flood Zone: 1

Improvement to surface water run off rates proposed: SuDS scheme approved through discharge of conditions expected to achieve run-off rates of 15 l/s. It is unclear from the application how this compares to the site specific greenfield runoff rate as this was not a adopted policy requirement at the time, but this was clearly a betterment and Severn Trent supported this proposal on the basis of this runoff rate.

Site address: Selly Oak Ex-servicemen's Memorial Institute Social Club

Application references: 2017/08369/PA (outline)



Proposed development: Outline application for the demolition of existing building and erection of 10no. dwellings (Landscaping reserved for future consideration)

Flood Zone: 1

Improvement to surface water run off rates proposed: The applicant worked extensively with officers from the Lead Local Flooding Authority (LLFA) to ensure an appropriate sustainable drainage strategy for the site. The LLFA confirmed that they raise no objection subject to conditions for a surface water drainage scheme and a sustainable drainage operation and maintenance plan, which would include details of the party responsible for the maintenance; specification for inspection and maintenance actions; proposed arrangements for adoption/ownership to secure operation of the scheme throughout its lifetime and details of proposed contingency plans for failure of any part of the drainage systems. In particular the proposed maximum peak discharge rate of 5.0l/s for all return periods up to the 1 in 100 year plus climate change event was considered acceptable in principle to the LLFA. A reserved matters application and discharge of conditions application for this scheme are awaited.

#### Permitted development

Some forms of development do not require planning permission as they permitted development which have approval through the Town and Country Planning (General Permitted Development) (England) Order 2015. In particular it is permitted development to install a new or replacement driveway to the front of houses if permeable (or porous) surfacing is used such as gravel, permeable concrete block paving or porous asphalt, or if the rainwater is directed to a lawn or border to drain naturally. If the surface to be covered is more than 5 square metres planning permission is required for impermeable driveways that do not provide for the water to run to a permeable area. There are no controls, in replacing side or rear gardens with impermeable surfaces as this is permitted development.

#### Changing planning policy

National planning policy can only be changed by the Government, although the City Council can and does seek to encourage positive changes through taking part in consultations on proposed changes.

Local planning policy contained within a Development Planning Document (DPD), such as the BDP, can only be changed through either a review of the document or the preparation of a new DPD. As DPDs set out strategic policies the process to amend or introduce new DPDs is relatively lengthy and includes:

- the assembly of appropriate evidence (including a Sustainability Assessment),
- substantial and meaningful public consultation,

- an Examination in Public led by a Planning Inspector acting on behalf of the Secretary of State and;
- Further consultation on any proposed changes before adoption of the new DPD.

The precise time required to progress a new or revised DPD through the above stages varies depending on the scope of the proposed DPD, but timescales are generally in the order of years.

Policy contained within Supplementary Planning Documents (SPDs) such as the Sustainable Management of Rivers and Urban Frameworks SPD have less onerous requirements as they should only provide guidance and clarification on the applications of policies contained within a DPD. New or revised SPDs are required to be consulted on proportionally before being amended as necessary and then adopted by the Local Planning Authority. This process again varies but can be undertaken depending on scope in 1 to 2 years.

Finally the process to remove permitted development rights is known as an article 4 direction. In many ways similar to the process for introducing new or revised DPDs (including the need for appropriate evidence, consultation and an examination by an appointed Planning Inspector) this is again a relatively lengthy process of a minimum of two years. As this relates to removing existing rights a strong case for doing so is required which must be backed by evidence justifying why the right should be removed.

### Enforcement

Planning enforcement can only be considered on the basis of the policies that apply at the time the development took place and there is a limitation of 4 years on how long action can be taken against a breach of a planning before it benefits from deemed consent. With regards to complaints about the installation of impermeable surfaces at the front of residential properties a quick assessment of cases that included mention of driveways in the description of the potential breach resulted in 14 cases being raised in 2017, approximately 1% of the circa 1,400 cases received that year. In the majority of cases investigations led to confirmation that appropriate permeable surfacing or other drainage measures as required for the development to be permitted had been used. In the very few cases where this is not the case homeowners nearly always comply when threatened with enforcement action. Finally, in the rare cases when homeowners do not comply an assessment is undertaken as to whether or not it is expedient to pursue further action considering all of the relevant factors of each individual case.

### Appendices

Appendix 1 - NPPF Chapter 10

Appendix 2 - BDP Policy TP6

- provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it;
  - the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
  - the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
  - limited infilling in villages, and limited affordable housing for local community needs under policies set out in the Local Plan; or
  - limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.
90. Certain other forms of development are also not inappropriate in Green Belt provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt. These are:
- mineral extraction;
  - engineering operations;
  - local transport infrastructure which can demonstrate a requirement for a Green Belt location;
  - the re-use of buildings provided that the buildings are of permanent and substantial construction; and
  - development brought forward under a Community Right to Build Order.
91. When located in the Green Belt, elements of many renewable energy projects will comprise inappropriate development. In such cases developers will need to demonstrate very special circumstances if projects are to proceed. Such very special circumstances may include the wider environmental benefits associated with increased production of energy from renewable sources.
92. Community Forests offer valuable opportunities for improving the environment around towns, by upgrading the landscape and providing for recreation and wildlife. An approved Community Forest plan may be a material consideration in preparing development plans and in deciding planning applications. Any development proposals within Community Forests in the Green Belt should be subject to the normal policies controlling development in Green Belts.

## 10. Meeting the challenge of climate change, flooding and coastal change

93. Planning plays a key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable

and low carbon energy and associated infrastructure. This is central to the economic, social and environmental dimensions of sustainable development.

94. Local planning authorities should adopt proactive strategies to mitigate and adapt to climate change,<sup>16</sup> taking full account of flood risk, coastal change and water supply and demand considerations.
95. To support the move to a low carbon future, local planning authorities should:
  - plan for new development in locations and ways which reduce greenhouse gas emissions;
  - actively support energy efficiency improvements to existing buildings; and
  - when setting any local requirement for a building's sustainability, do so in a way consistent with the Government's zero carbon buildings policy and adopt nationally described standards.
96. In determining planning applications, local planning authorities should expect new development to:
  - comply with adopted Local Plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and
  - take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.
97. To help increase the use and supply of renewable and low carbon energy, local planning authorities should recognise the responsibility on all communities to contribute to energy generation from renewable or low carbon sources. They should:
  - have a positive strategy to promote energy from renewable and low carbon sources;
  - design their policies to maximise renewable and low carbon energy development while ensuring that adverse impacts are addressed satisfactorily, including cumulative landscape and visual impacts;
  - consider identifying suitable areas for renewable and low carbon energy sources, and supporting infrastructure, where this would help secure the development of such sources;<sup>17</sup>
  - support community-led initiatives for renewable and low carbon energy, including developments outside such areas being taken forward through neighbourhood planning; and

<sup>16</sup> In line with the objectives and provisions of the Climate Change Act 2008.

<sup>17</sup> In assessing the likely impacts of potential wind energy development when identifying suitable areas, and in determining planning applications for such development, planning authorities should follow the approach set out in the National Policy Statement for Renewable Energy Infrastructure (read with the relevant sections of the Overarching National Policy Statement for Energy Infrastructure, including that on aviation impacts). Where plans identify areas as suitable for renewable and low-carbon energy development, they should make clear what criteria have determined their selection, including for what size of development the areas are considered suitable.

- identify opportunities where development can draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.
98. When determining planning applications, local planning authorities should:
- not require applicants for energy development to demonstrate the overall need for renewable or low carbon energy and also recognise that even small-scale projects provide a valuable contribution to cutting greenhouse gas emissions; and
  - approve the application<sup>18</sup> if its impacts are (or can be made) acceptable. Once suitable areas for renewable and low carbon energy have been identified in plans, local planning authorities should also expect subsequent applications for commercial scale projects outside these areas to demonstrate that the proposed location meets the criteria used in identifying suitable areas.
99. Local Plans should take account of climate change over the longer term, including factors such as flood risk, coastal change, water supply and changes to biodiversity and landscape. New development should be planned to avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure.
100. Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere.<sup>19</sup> Local Plans should be supported by Strategic Flood Risk Assessment and develop policies to manage flood risk from all sources, taking account of advice from the Environment Agency and other relevant flood risk management bodies, such as lead local flood authorities and internal drainage boards. Local Plans should apply a sequential, risk-based approach to the location of development to avoid where possible flood risk to people and property and manage any residual risk, taking account of the impacts of climate change, by:
- applying the Sequential Test;
  - if necessary, applying the Exception Test;
  - safeguarding land from development that is required for current and future flood management;
  - using opportunities offered by new development to reduce the causes and impacts of flooding; and
  - where climate change is expected to increase flood risk so that some existing development may not be sustainable in the long-term, seeking

<sup>18</sup> Unless material considerations indicate otherwise.

<sup>19</sup> Technical guidance on flood risk published alongside this Framework sets out how this policy should be implemented.

opportunities to facilitate the relocation of development, including housing, to more sustainable locations.

101. The aim of the Sequential Test is to steer new development to areas with the lowest probability of flooding. Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding. The Strategic Flood Risk Assessment will provide the basis for applying this test. A sequential approach should be used in areas known to be at risk from any form of flooding.
102. If, following application of the Sequential Test, it is not possible, consistent with wider sustainability objectives, for the development to be located in zones with a lower probability of flooding, the Exception Test can be applied if appropriate. For the Exception Test to be passed:
  - it must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk, informed by a Strategic Flood Risk Assessment where one has been prepared; and
  - a site-specific flood risk assessment must demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.

Both elements of the test will have to be passed for development to be allocated or permitted.

103. When determining planning applications, local planning authorities should ensure flood risk is not increased elsewhere and only consider development appropriate in areas at risk of flooding where, informed by a site-specific flood risk assessment<sup>20</sup> following the Sequential Test, and if required the Exception Test, it can be demonstrated that:
  - within the site, the most vulnerable development is located in areas of lowest flood risk unless there are overriding reasons to prefer a different location; and
  - development is appropriately flood resilient and resistant, including safe access and escape routes where required, and that any residual risk can be safely managed, including by emergency planning; and it gives priority to the use of sustainable drainage systems.<sup>21</sup>
104. For individual developments on sites allocated in development plans through the Sequential Test, applicants need not apply the Sequential Test. Applications for minor development and changes of use should not be

<sup>20</sup> A site-specific flood risk assessment is required for proposals of 1 hectare or greater in Flood Zone 1; all proposals for new development (including minor development and change of use) in Flood Zones 2 and 3, or in an area within Flood Zone 1 which has critical drainage problems (as notified to the local planning authority by the Environment Agency); and where proposed development or a change of use to a more vulnerable class may be subject to other sources of flooding.

<sup>21</sup> The Floods and Water Management Act 2010 establishes a Sustainable Drainage Systems Approving Body in unitary or county councils. This body must approve drainage systems in new developments and re-developments before construction begins.

subject to the Sequential or Exception Tests<sup>22</sup> but should still meet the requirements for site-specific flood risk assessments.

105. In coastal areas, local planning authorities should take account of the UK Marine Policy Statement and marine plans and apply Integrated Coastal Zone Management across local authority and land/sea boundaries, ensuring integration of the terrestrial and marine planning regimes.
106. Local planning authorities should reduce risk from coastal change by avoiding inappropriate development in vulnerable areas or adding to the impacts of physical changes to the coast. They should identify as a Coastal Change Management Area any area likely to be affected by physical changes to the coast, and:
  - be clear as to what development will be appropriate in such areas and in what circumstances; and
  - make provision for development and infrastructure that needs to be relocated away from Coastal Change Management Areas.
107. When assessing applications, authorities should consider development in a Coastal Change Management Area appropriate where it is demonstrated that:
  - it will be safe over its planned lifetime and will not have an unacceptable impact on coastal change;
  - the character of the coast including designations is not compromised;
  - the development provides wider sustainability benefits; and
  - the development does not hinder the creation and maintenance of a continuous signed and managed route around the coast.<sup>23</sup>
108. Local planning authorities should also ensure appropriate development in a Coastal Change Management Area is not impacted by coastal change by limiting the planned life-time of the proposed development through temporary permission and restoration conditions where necessary to reduce the risk to people and the development.

## 11. Conserving and enhancing the natural environment

109. The planning system should contribute to and enhance the natural and local environment by:
  - protecting and enhancing valued landscapes, geological conservation interests and soils;
  - recognising the wider benefits of ecosystem services;
  - minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the

<sup>22</sup> Except for any proposal involving a change of use to a caravan, camping or chalet site, or to a mobile home or park home site, where the Sequential and Exception Tests should be applied as appropriate.

<sup>23</sup> As required by the Marine and Coastal Access Act 2009.



## 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.

*continued...*

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. Large increases

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.

# MANAGING THE RISK OF FLOODING IN BIRMINGHAM

Sustainability & Transport Overview & Scrutiny Committee

19<sup>th</sup> July 2018

Severn Trent Water

**EVIDENCE FOR THE SOLE PURPOSE OF THE BIRMINGHAM CITY COUNCIL OVERVIEW  
AND SCRUTINY COMMITTEE INVESTIGATION INTO THE FLOOD EVENT IN MAY 2018**

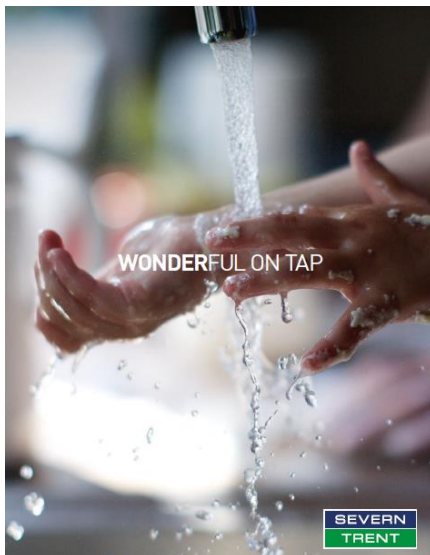
# SEVERN TRENT WATER

## About us

We are one of 10 largest regulated water and waste water businesses in England and Wales. We provide high quality services to more than 4.3 million households and businesses in the Midlands and Wales.

## Where we operate

Our region stretches across the heart of the UK, from the Bristol Channel to the Humber, and from North and mid-Wales to the East Midlands.



Households and  
businesses served

4.3m

Litres of drinking water  
supplied each day

1.6bn

Litres of waste water  
treated per day

2.77bn

Employees

5,660

average during 2017/18

# ROLES AND RESPONSIBILITIES



# INCIDENT RESPONSE

## LOCAL RESILIENCE FORUMS (LRFs)

LRFs bring together Category 1 and Category 2 responders to discuss and help plan different types of emergencies.

### CATEGORY 1 RESPONDERS

Organisations with statutory duty to plan for and respond to emergencies: During incidents, these organisations form the core of strategic/tactical/recovery coordination groups (SCGs/TCGs/RCGs)

#### Police

Normally chair multi-agency SCGs/TCGs to coordinate in response phase

#### Local authorities

Normally chair multi-agency Recovery Co-ordination Groups in recovery phase

#### Fire and Rescue Service

#### Environment Agency

Flood forecasting, warning and response role + preparing and repairing flood defences

#### Ambulance

#### Other Category 1s

incl Public Health England, NHS England

#### Maritime and Coastguard Agency

### CATEGORY 2 RESPONDERS

Organisations with a statutory duty to co-operate with Category 1 responders on emergency planning and response:

#### Utility companies

Water/sewerage, electricity/gas, telecoms

#### Transport companies/organisations

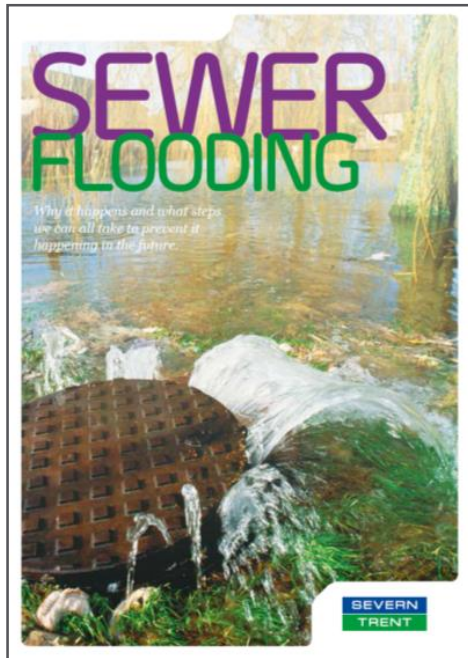
Network Rail, train operating companies, TfL, Highways England, London Underground, airport operators, harbour authorities

#### Other Category 2s





Health and Safety Exec, Office for Nuclear Regulation, parts of NHS

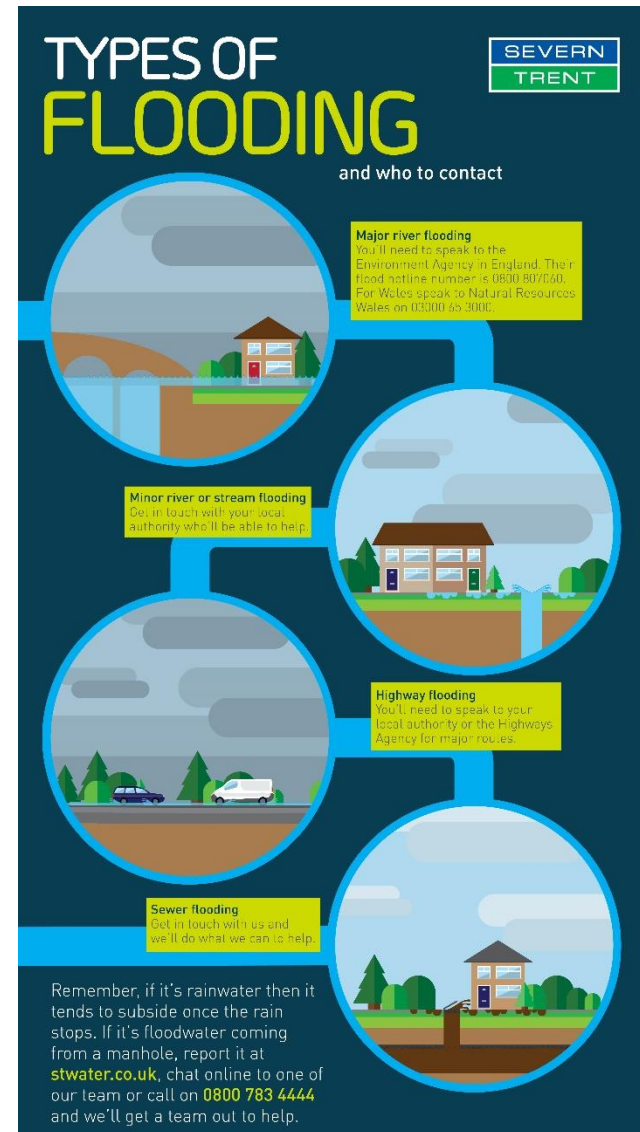


# RESPONDING TO AN INCIDENT



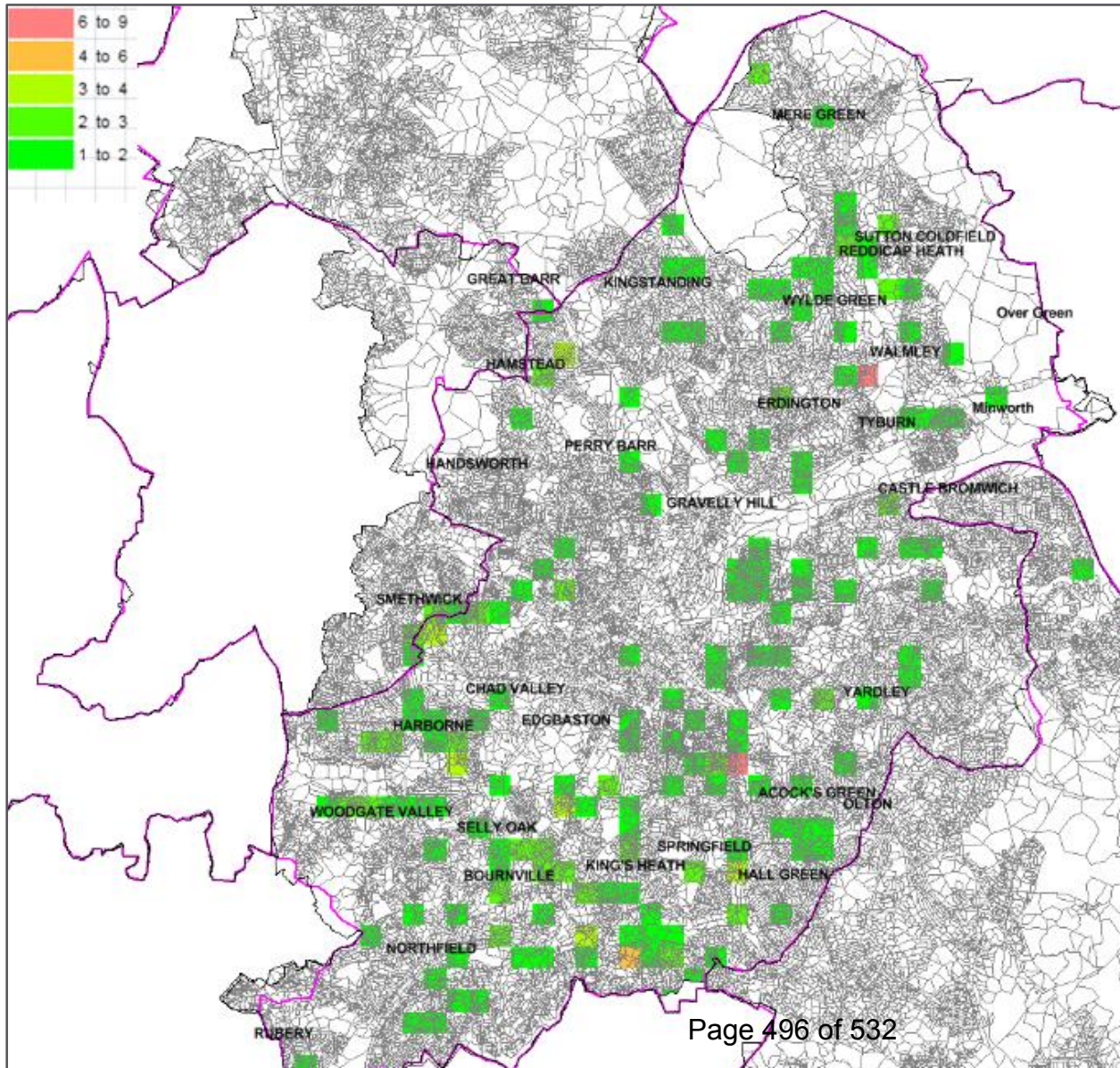
## What can we do to help?

-  **Step 1 – Respond to your call**
-  **Step 2 – Clean up**
-  **Step 3 – Investigate and identify the cause**
-  **Step 4 – Resolution**





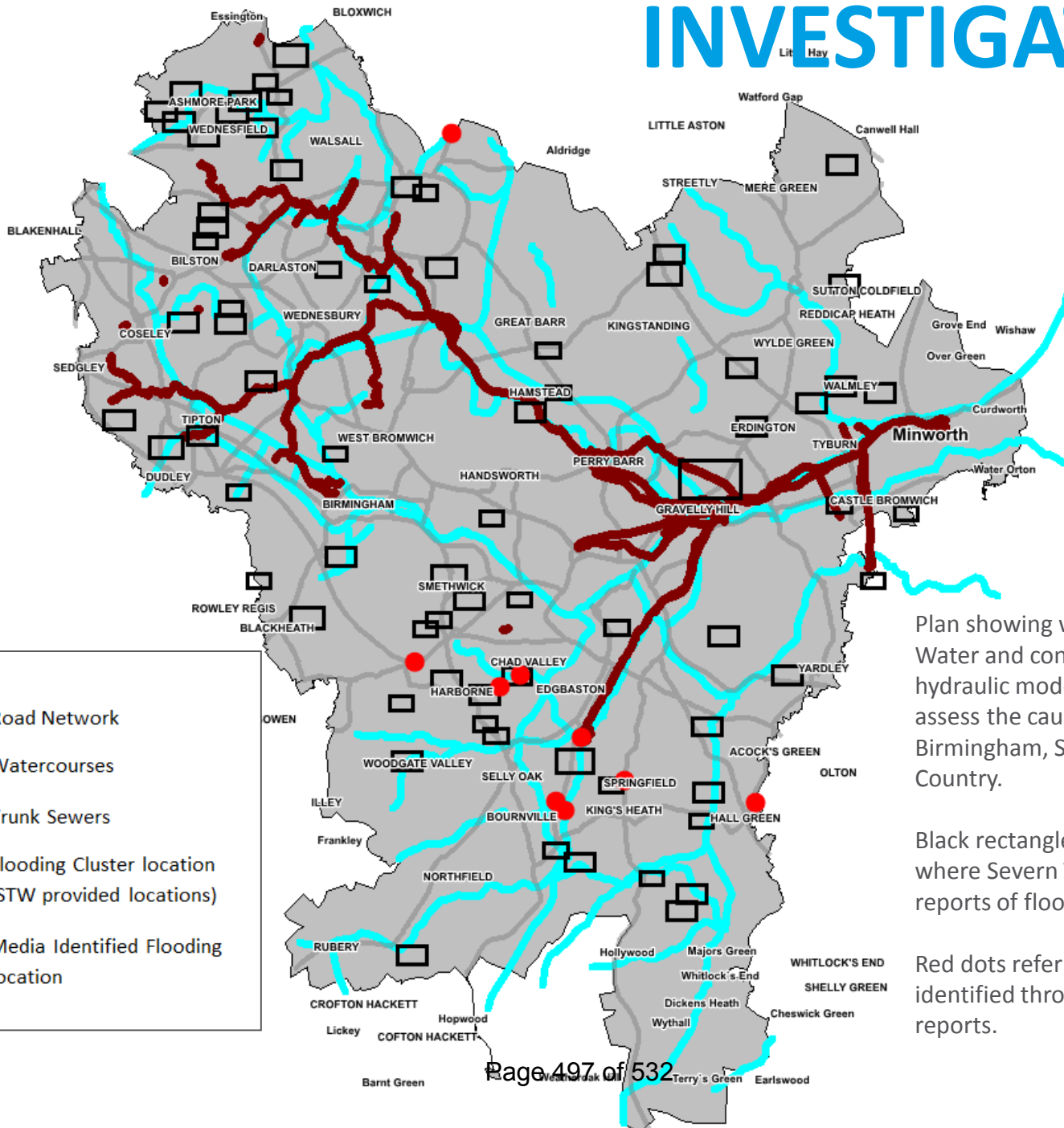
# MAY 2018 INCIDENTS



Thematic Map showing the location and number of incidents reported to Severn Trent Water between 26<sup>th</sup> and 29<sup>th</sup> May 2018 within the Birmingham City Council administrative boundary.

Please note that this includes all drainage and wastewater network related incidents in this period. These incidents are currently being investigated, reviewed and verified. Not all are flooding incidents and not all are associated with Severn Trent Water assets.

# INVESTIGATIONS



## Key:

— Road Network

— Watercourses

— Trunk Sewers

□ Flooding Cluster location  
(STW provided locations)

● Media Identified Flooding  
location

Plan showing where Severn Trent Water and consultants are undertaking hydraulic modelling investigations to assess the causes of flooding across Birmingham, Solihull and the Black Country.

Black rectangles refer to clusters of where Severn Trent Water received reports of flooding

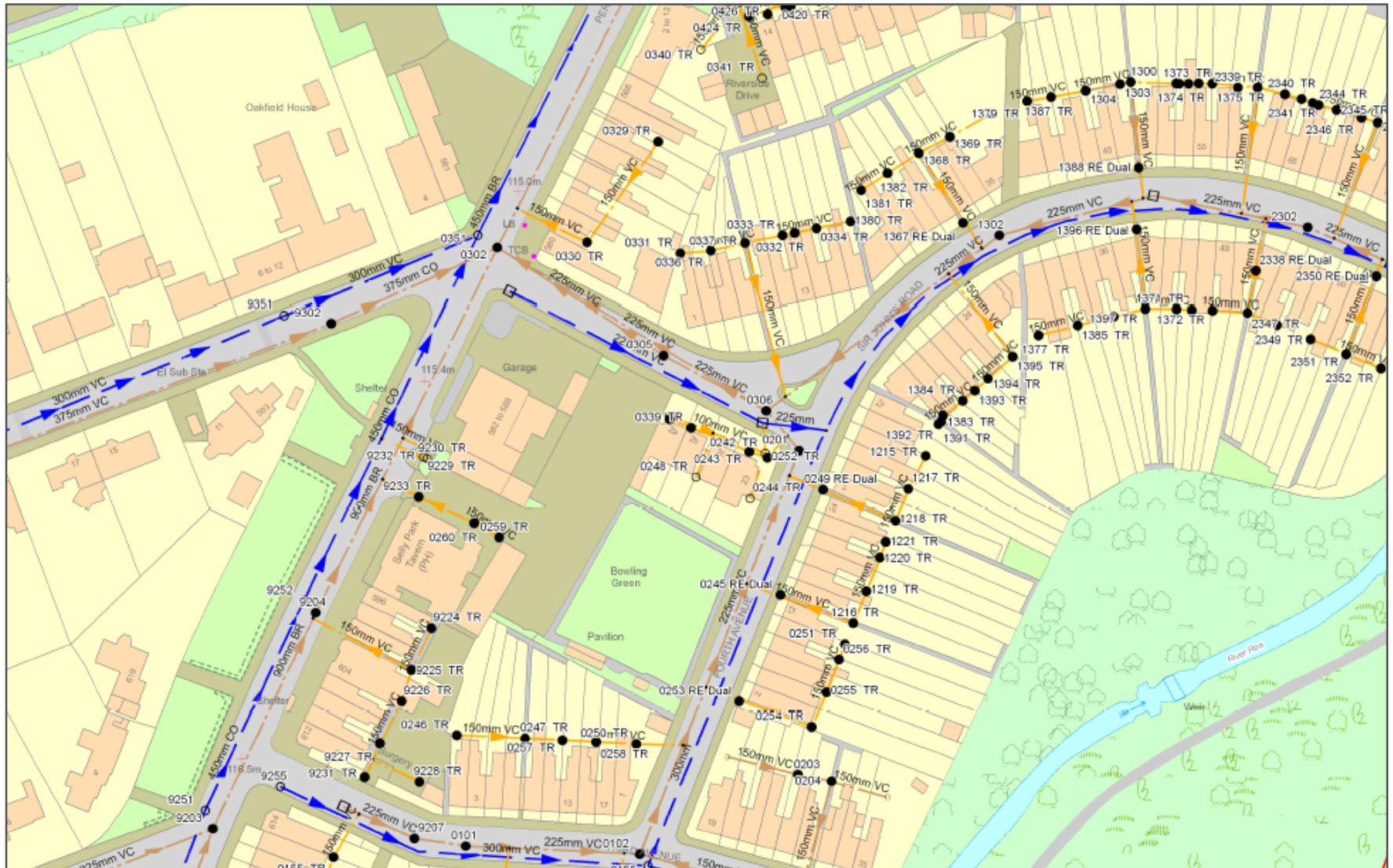
Red dots refer to where flooding was identified through a review of media reports.

# EXAMPLE INVESTIGATIONS

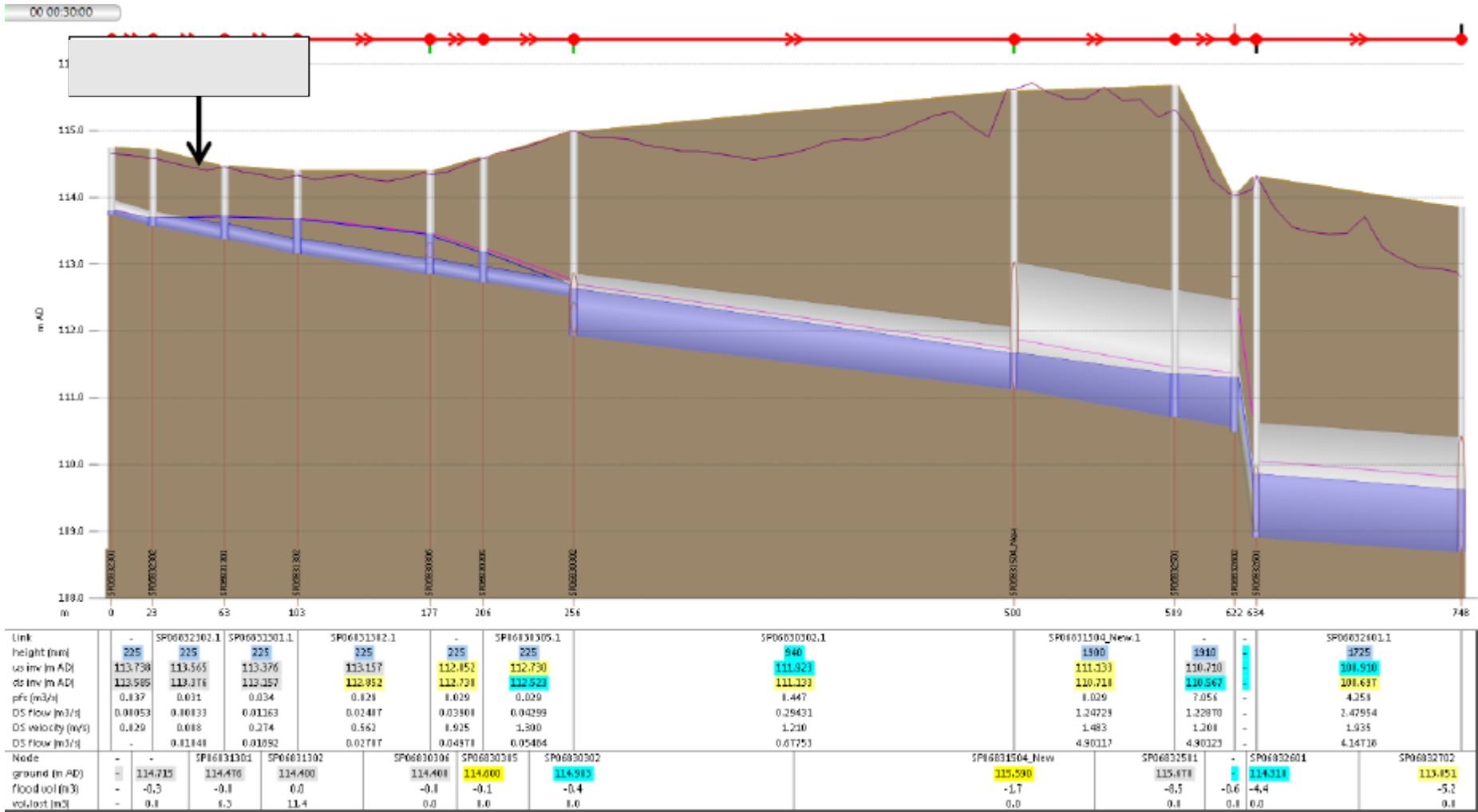
Typical activities Severn Trent Water undertake as part of flood investigations



# SURVEY OF ASSETS






# HYDRAULIC MODELLING OF SEWERS



Example long section of the sewer system, showing the model predicted water levels within the pipes and ground levels

# HYDRAULIC MODELLING – REPRESENTING FLOOD WATER ON THE GROUND SURFACE



ENVIRONMENTAL  
CLEAN WATER  
FLOOD RISK  
DRAINAGE  
ECOLOGY

## Rapid Urban Flood Assessment

Developing a tool to meet an expanding need

**Enabling an understanding of flooding or exceedance, PondSIM provides a rapid assessment of hydraulic and operational overland flood risk.**

**The need to understand flood risk**

Increasing the confidence in urban flood prediction is critical to better understanding of service risk.

Whilst full 2D simulations across catchments are possible, they are time consuming & costly. Often a quick overall understanding of what happens to waters on the surface enables a more targeted detailed investigation stage and supports development of a root cause.

This rapid assessment catchment wide has not previously been possible.

Across a region multiple flow paths can also be merged to represent the pathways, with **outputs being generated in a matter of seconds.** This can be used to generate event risk profiles, with accumulated flood waters from multiple source points generating a cumulative flood risk during a given event.

**LiDAR and DTM Processing**

The most commonly available digital terrain information is LiDAR. This is gridded elevation information which takes account of bare earth terrain. In a similar way to more detailed 2D assessments, PondSIM has a feature

**Highlights**

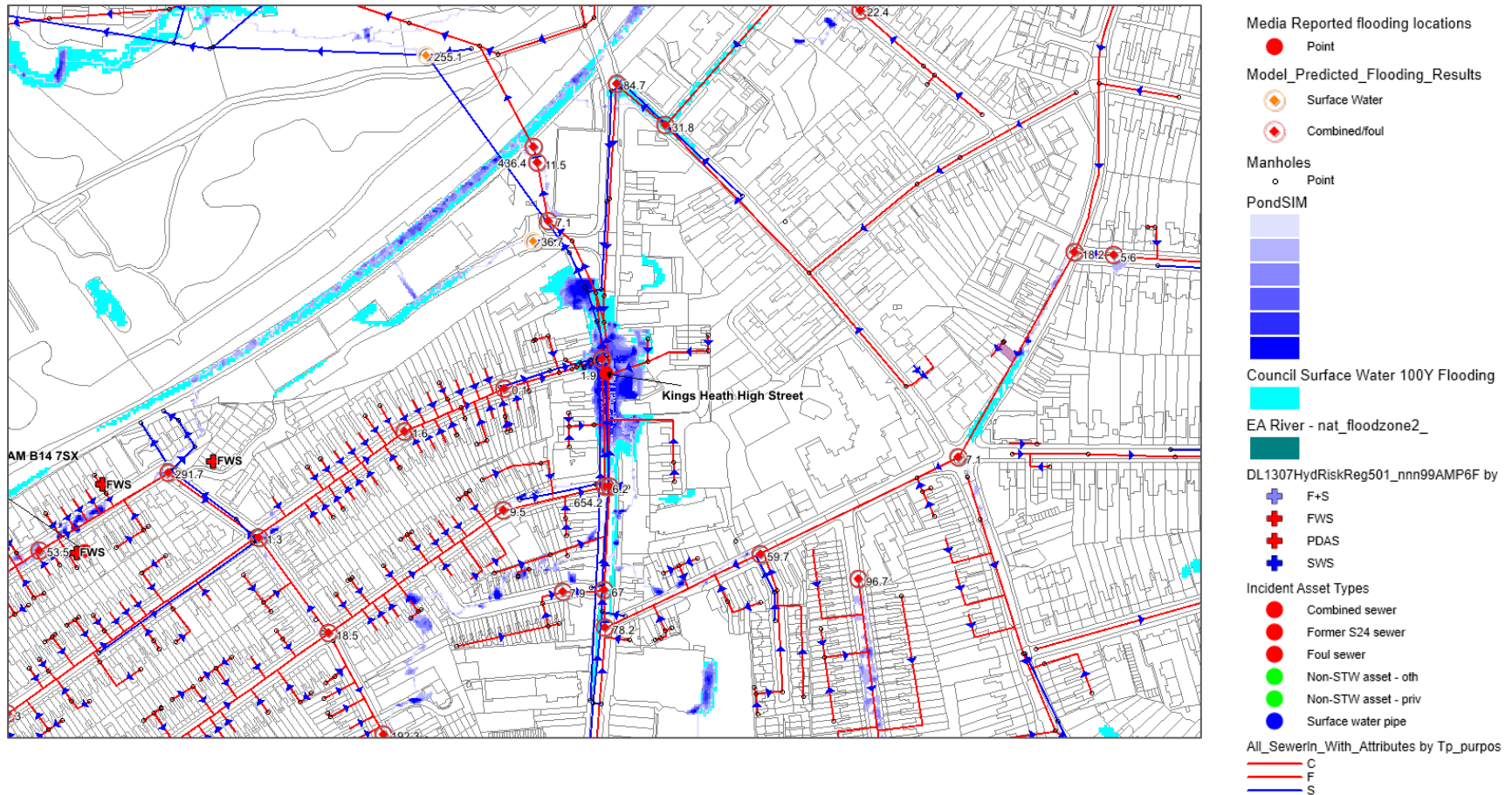
The ability to rapidly assess risk at thousands of sites and generate operational or hydraulic catchment risk profiles.

With the flexibility within this manipulation process, a more realistic flood route can be generated. In the example below the

Severn Trent Water uses the latest technology through framework consultants to develop and run hydraulic models of the sewers.

We are now using latest technology to represent the flow of flood water on the ground surface to better understand the causes of flooding.

# EXAMPLE PLAN SHOWING HOW DIFFERENT FLOOD RISK DATASETS CAN BE BROUGHT TOGETHER TO INVESTIGATE FLOODING

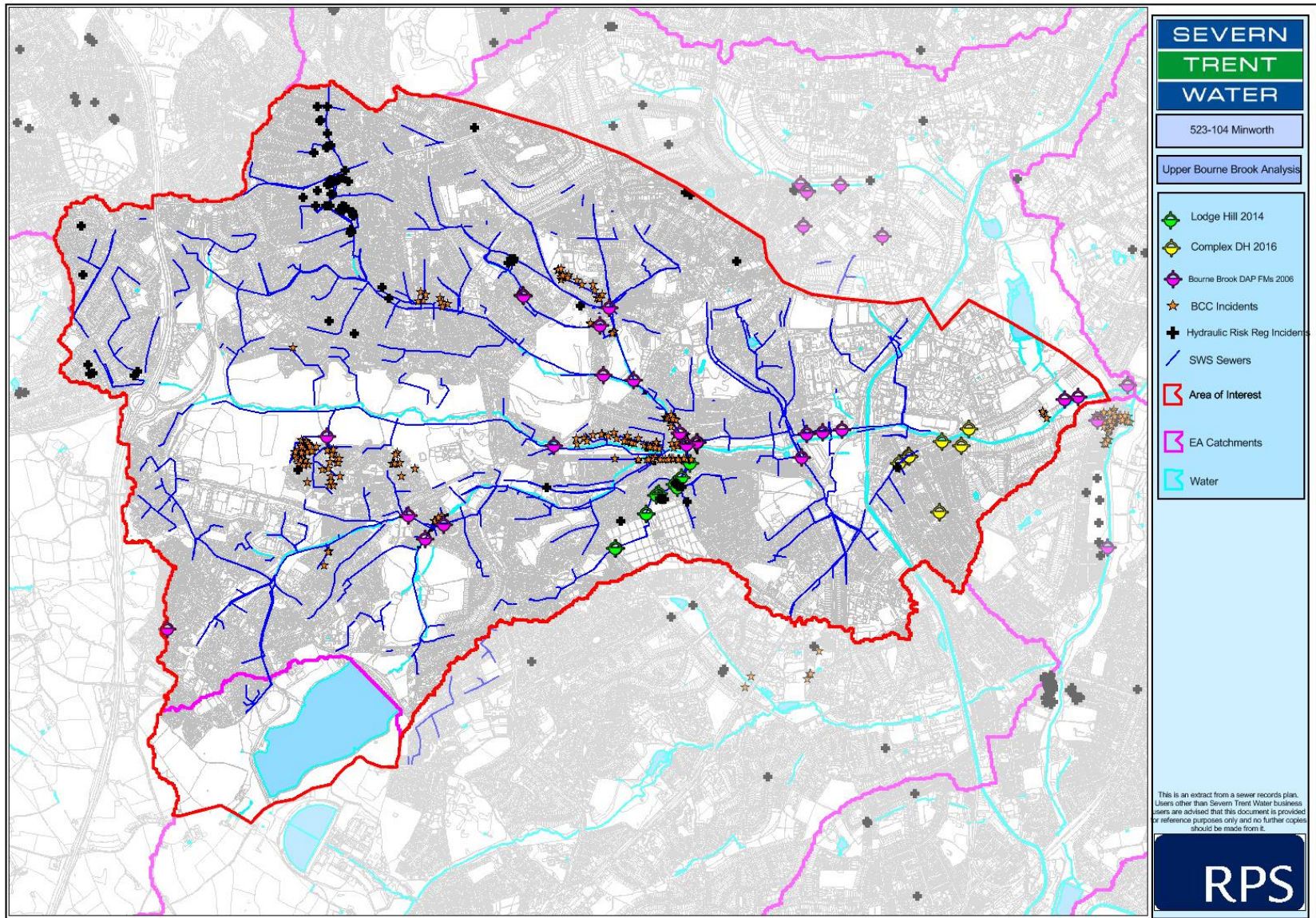




# RISK ASSESSMENT

Example showing how multiple organisations are working together to do a catchment wide risk assessment of flood risk from all sources in the Bourn Brook catchment in order to develop a case for future investment following flooding in 2016

# UPPER BOURN BROOK



Based upon the Ordnance Survey's 1:12,500 maps with the permission of Her Majesty's Stationary Office (c) Crown Copyright. Licence No. WU298522



# EXTRACT FROM THE INTEGRATED MODEL



Extract from the integrated model developed as part of the Bourn Brook catchment study. CAVEAT – These are draft results and not yet validated or approved by the partnership group. For illustrative purposes only to show the type of output that will form the basis of bids for funding. There is no guarantee bids will be successful or schemes will be developed.

# FLOOD ALLEVIATION SCHEMES

Examples of some completed and proposed schemes in Birmingham area to reduce flood risk from sewers. In the case of the Lodge Hill example, the scheme is a multi-agency scheme between Severn Trent Water and Birmingham City Council to reduce flood risk sewers and surface water runoff





# CARTLAND ROAD / RIPPLE ROAD, STIRCHLEY – FLOOD ALLEVIATION SCHEME 2014



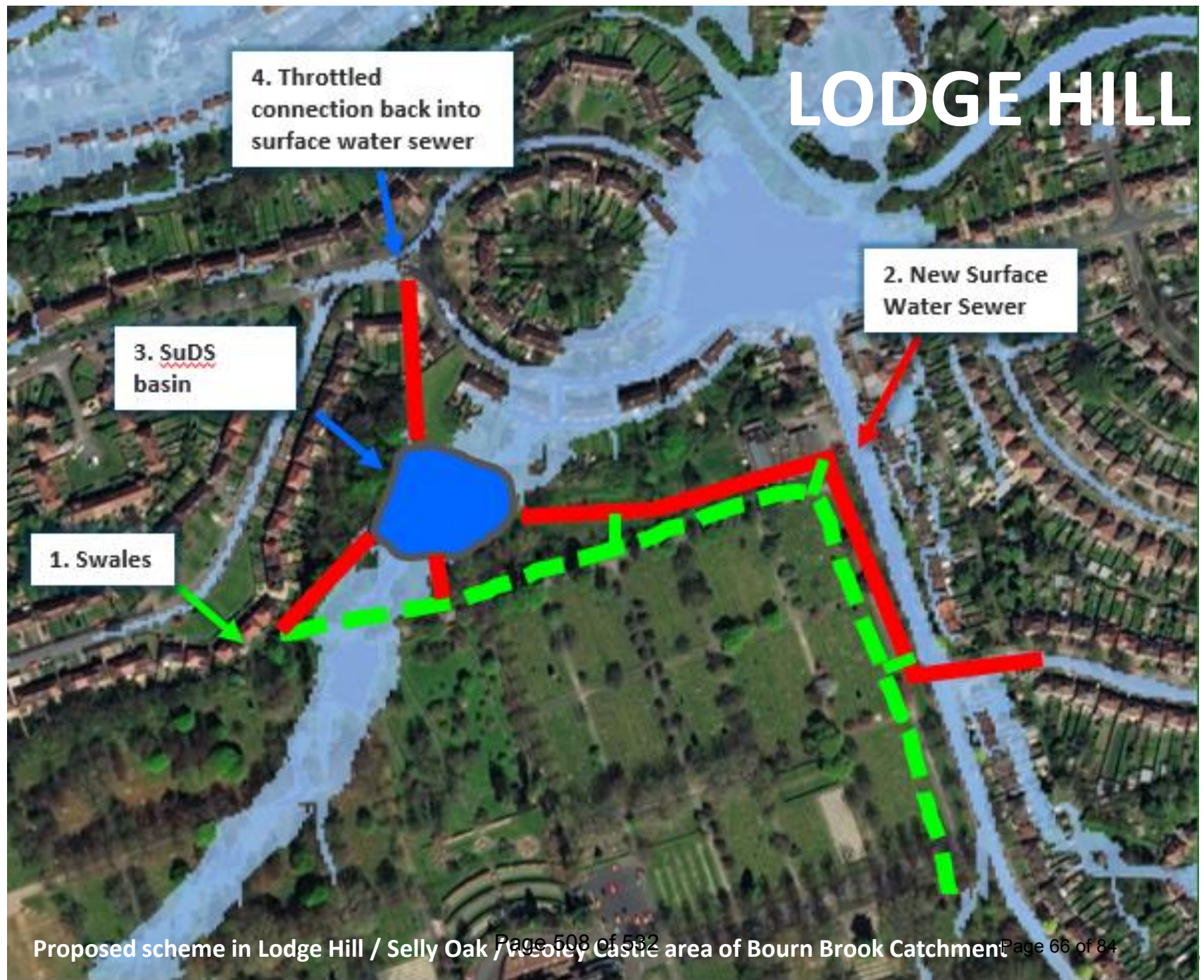
Pershore Road foul water storage tank under construction  
14m diameter. 400 cubic meter storage capacity



Ripple Road surface water pumping station under  
construction



# LODGE HILL



# DEVELOPMENT & SUDS



# SEWER CAPACITY ASSESSMENTS

WE MODEL ALL NEW DEVELOPMENTS TO CHECK WHETHER THERE WILL BE AN IMPACT ON FLOODING AND WHETHER ADDITIONAL SEWER CAPACITY IS REQUIRED

Table 2-2 A: Predicted impact on sewer flooding for modelled scenario 1 – 100 properties (baseline and post-development)

Location		Baseline performance			Post-development impact			Impact
Road	Manhole reference	DWF	20 year event	40 year event	DWF	20 year event	40 year event	Risk Level
	SO69111801	No surcharge	11 m <sup>3</sup>	16 m <sup>3</sup>	No surcharge	No increase in flooding	No increase in flooding	Low
	SO69111901	No surcharge	11 m <sup>3</sup>	16 m <sup>3</sup>	No surcharge	No increase in flooding	No increase in flooding	Low
	SO69112902	No surcharge	30m <sup>3</sup>	40 m <sup>3</sup>	No surcharge	No increase in flooding	No increase in flooding	Low
	SO69122001	No surcharge	167 m <sup>3</sup>	220 m <sup>3</sup>	No surcharge	1.2 m <sup>3</sup> increase	1.3 m <sup>3</sup> increase	High
	SO69122002	No surcharge	10 m <sup>3</sup>	15 m <sup>3</sup>	No surcharge	No increase in flooding	No increase in flooding	Low

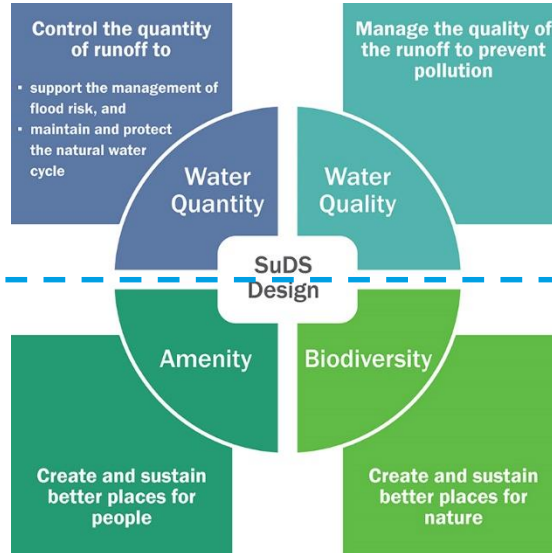
# GREEN COMMUNITIES

## PROPOSED PERFORMANCE COMMITMENT FOR AMP7 (2020-2025)

‘Simple’ SuDs  
main focus on  
surface water  
quantity to  
alleviate sewer  
capacity issues.

Good SuDS design should aim to  
meet the ‘four pillars’:

1. Quantity
2. Quality
3. Amenity
4. Biodiversity



*‘The four pillars of SuDS design’*

‘Enhanced’ SuDs  
control  
quantity/quality  
PLUS deliver  
natural capital  
benefits to the  
community



‘Simple’ SuDs: Basic detention basin designed to contain excess surface water only.



‘Enhanced’ SuDs: Contains surface water, but delivers amenity and wider community benefits

# DO YOU HAVE ANY QUESTIONS?

Alex Mortlock  
Tim Smith

## Severn Trent Water information to inform Birmingham Sustainability and Transport Overview and Scrutiny Committee “Managing the Risk of Flooding in Birmingham” investigation

### 1. What were the main causes of the major flooding incident in Birmingham in May 2018?

- Extremely intense, short duration, rainfall resulted in flooding from a range of causes.
- Investigations are being undertaken to understand the causes of flooding in different locations across Birmingham. Evidence so far suggests causes include: flooding from watercourses, surface water runoff (water that has not entered a drainage system), flooding from sewers, flooding from highway drains. The capacity of watercourses and drainage systems were exceeded by the extreme nature of the rainfall.

### 2. Who are the main responder agencies with a role for major flooding incidents and what are their responsibilities?

- We are a Category 2 responder under the Civil Contingencies Act 2004.
- Please refer to “Civil Contingencies Act - Category 2 Responders: overview of sectors and emergency planning arrangements” <https://www.gov.uk/government/publications/civil-contingencies-act-category-2-responders-overview-of-sectors-and-emergency-planning-arrangements>
- We have robust plans in place to deal with any water related incidents. These are independently audited on an annual basis through the Security and Emergency Measures Direction (SEMD) and findings reported to the Department for Environment, Food and Rural Affairs. See the following references to SEMD:
  - *The Security and Emergency Measures (Water and Sewerage Undertakers) Direction 1998* - [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/85925/semd98.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/85925/semd98.pdf)
  - *The Security and Emergency Measures (Water Undertakers) Direction 2006* - [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/85925/semd98.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/85925/semd98.pdf)
- We work with all Local Resilience Forums (LRFs) in our area to fulfil our duties which includes working with LRF before, during and after flooding incidents.
- Under the Civil Contingencies Act we have multi-agency plans and incident responses in place.
- Our principle flood risk management duty is set out in the Water Industry Act 1991. This is a duty to provide, maintain and operate systems of public sewers and works for the purpose of effectually draining our area.

### **3. How was the City Council response to the incident managed on the day?**

- We are responding to this question from a Severn Trent Water perspective.
- On Sunday 27<sup>th</sup> May our wet weather contingency plans were triggered. This was in response to the Met Office forecasts.
- Our incident response to reports of flooding from the sewer network is undertaken by our contract partner, AMEY, with follow up investigations undertaken by our internal Wastewater Network Operations Team.
- AMEY made extra resources available on Sunday 27<sup>th</sup> May and on the following days to deal with the incidents.
- Between Sunday 27<sup>th</sup> May and Tuesday 29<sup>th</sup> May 226 incidents were reported to us. On the Sunday 27<sup>th</sup> May, we experienced a 400% increase in the number of calls we would normally receive on a Sunday. All planned work was cancelled to focus resources on the incident response.
- We had a total of 31 crews responding to and dealing with reported flooding incidents.

### **4. How was the response co-ordinated with multi-agency partners?**

- The multi-agency response has been co-ordinated by the Environment Agency and Birmingham City Council.
- Severn Trent Water has attended the Environment Agency led public drop in sessions at Selly Park North and at Sparkhill.
- We are attending multi-agency meetings with Birmingham City Council and the Environment Agency to coordinate efforts to investigate the flooding.

### **5. What work has been done with householders and local communities in affected areas to raise awareness and communicate the level of risk in their area and what is achievable in terms of local flood risk management?**

- The Birmingham City Council Local Flood Risk Management Strategy (LFRMS), Surface Water Management Plan (SWMP), and the Preliminary Flood Risk Assessment (PFRA) provide information about flood risk across Birmingham, what is being done, what is achievable and how this being communicated.
- Severn Trent Water have supported Birmingham City Council in the development of these plans and strategies to ensure communication with householders and local communities aligns with our approach.

[https://www.birmingham.gov.uk/info/20159/flooding/542/flood\\_risk\\_plans\\_and\\_strategies/1](https://www.birmingham.gov.uk/info/20159/flooding/542/flood_risk_plans_and_strategies/1)

- More detailed and specific information is also contained in the flood investigation report (Section 19 report) into the flooding in June 2016.

[https://www.birmingham.gov.uk/downloads/file/7167/flooding\\_section\\_19\\_investigation\\_-\\_june\\_2016](https://www.birmingham.gov.uk/downloads/file/7167/flooding_section_19_investigation_-_june_2016)

- Severn Trent Water's primary means of raising awareness and communicating with householders and local communities about flood risk is at the time of the incident, and then during any work that follows to investigate the flooding, address the issue or reduce the risk of flooding. For instance, when a flood alleviation scheme is being developed, we engage with the residents and communities to find out as much as possible about the flooding and get their input into the proposed scheme.
- We also have a programme of working with schools and community groups to raise awareness of water and wastewater issues, including the impact of what they put into the sewer (e.g. washing fat down the sink, or flushing wet wipes) on flood risk.

## **6. How was communication and liaison with local people managed on the day and in the immediate aftermath of the incident?**

- Following reports of sewer flooding and a visit from our contractors AMEY, each person or household affected is given a reference number, and kept informed of progress in addressing the flooding issue.
- Where appropriate, we link with the Birmingham City Council and the Environment Agency to support multi-agency communication with residents.
- In some circumstances we meet with residents and local communities to better understand the flooding mechanisms. For example we have recently met with Selly Park North residents.

## **7. What are the main flood alleviation schemes to reduce the impact of flooding the affected areas and how are they progressing?**

- We have a number of completed, ongoing and planned flood alleviation schemes to reduce the risk of sewer flooding in Birmingham.
- Over the past few years, we have completed a number of major schemes to reduce the flood risk from our sewers. For example:- Cartland Road / Ripple Road in Stirchley and George Street in the Jewellery Quarter. See attached for further details.
- We are also committed to working in partnership to help resolve multi source flood risk. A good example of this is the Lodge Hill Scheme, in Selly Oak / Weoley Castle area, which is in an advanced stage of development and will be completed in the next 12 months. This is joint scheme between Severn Trent Water and Birmingham City Council. See attached for further details.
- We have been working with Birmingham City Council and the Environment Agency on the development of future schemes. For instance, we are working on the Upper Bourn Brook Catchment study at the moment with Birmingham City Council and the EA. This work aims to be the building block to unlock funding to develop schemes to reduce flood risk.

## **8. What can planners do to embed flood risk management into development policies to mitigate risks in relation to future development to prevent flooding where possible and to minimise the impact of development on flood risk, especially in high risk areas?**

- We work with and respond to Local Planning Authorities and developers to manage flood risk associated with new development. In 2017/18 we responded to 3724 initial consultations across the Severn Trent region. Whilst we are not a statutory consultee in the planning process, our comments and recommendations to the local planning authority reflect our duty to provide, maintain and operate systems of public sewers.
- At the point that we become aware of a new development (generally either through pre-application discussions with the developer or at outline permission stage) we will complete an assessment of whether there is sufficient sewer capacity to accommodate the new connections. Where this assessment indicates that the connection of additional flows from new development is likely to adversely affect the risk of flooding from sewers we will promote a scheme to increase the capacity of the sewers such that there is no detriment to flood risk. In 2018/19 we plan to invest over £10 million across our region to increase the capacity of our sewers in response to new development.

## **9. How can planning guidance and enforcement be strengthened to encourage developers to use sustainable drainage to minimise the impact of development in at risk areas?**

- Since April 2015, there is a requirement on developers to use Sustainable drainage on new development sites. This is managed and enforced through the planning system.
- See the Statement in Dec 2014: <https://www.parliament.uk/documents/commons-vote-office/December%202014/18%20December/6.%20DCLG-sustainable-drainage-systems.pdf>
- Whilst this is a matter for the Planning Authority, we at Severn Trent Water have published our own suggestions to encourage the use of SuDs. This is part of wider ranging document to influence policy. See <https://www.severntrent.com/about-us/future-policy/charting-a-sustainable-course/>



# LODGE HILL FLOOD ALLEVIATION SCHEME

Proposed flood alleviation scheme in Lodge Hill

Severn Trent Water & Birmingham City Council

## Lodge Hill Partnership Scheme

- In 6 year programme
- 30 Outcome Measures (OM2's)
- Jointly funded:
  - ✓ FDGIA allocation
  - ✓ Local levy
  - ✓ LLFA
  - ✓ Severn Trent Water

All sources of flooding  
affect these properties

3. Surface water runoff  
into surface water  
sewer (LLFA & STW)

2. Surface water sewer  
– floods and flows  
down steep road (STW)

1. Direct surface water  
runoff (LLFA)

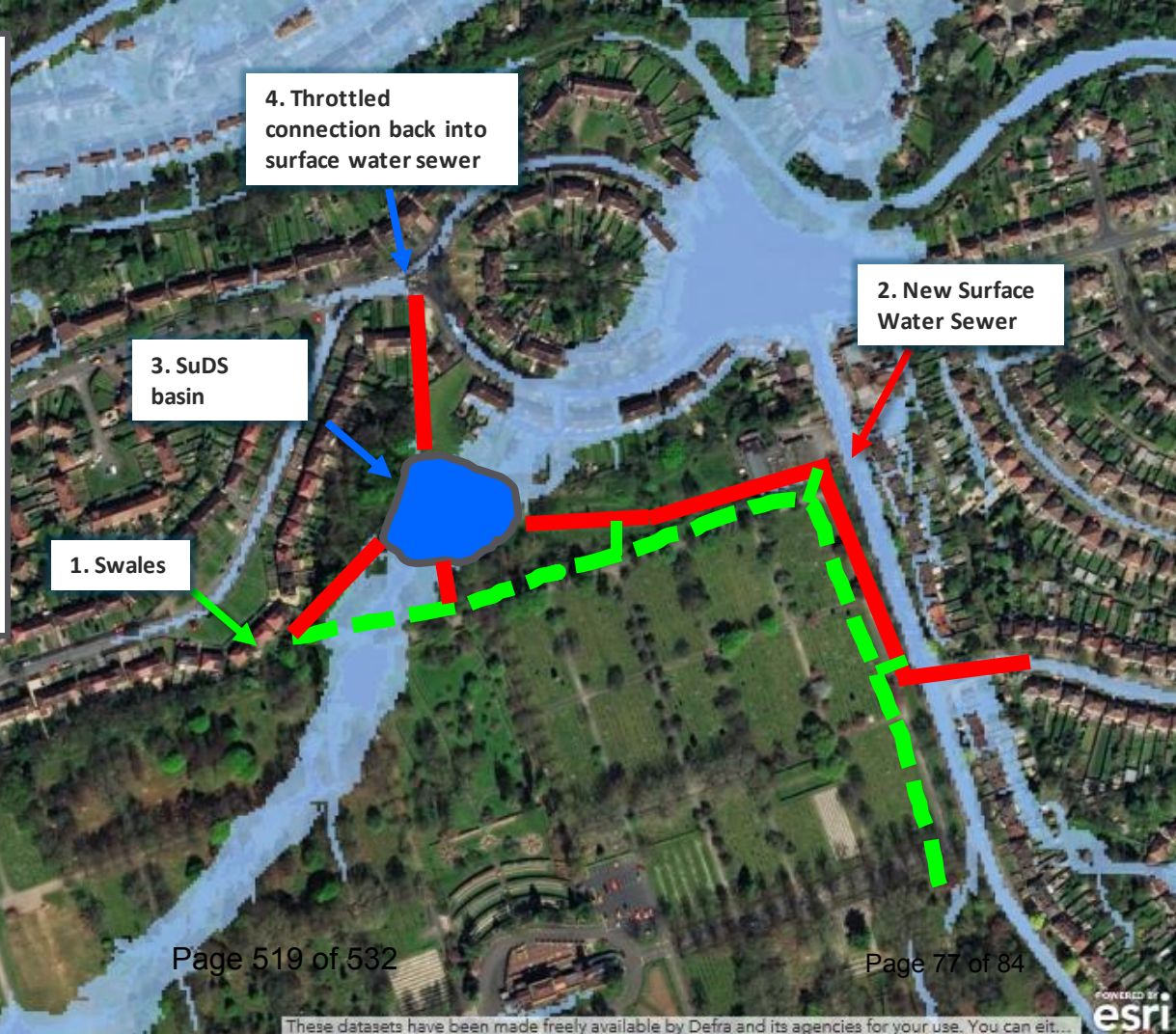


## Lodge Hill Partnership Scheme

- Shared responsibilities and funding

- ✓ Surveys
- ✓ Modelling
- ✓ Feasibility
- ✓ Design
- ✓ Communication
- ✓ FDGIA bids
- ✓ FDGIA OBC
- ✓ Delivery

- Swales (LLFA)
- Surface water sewer (STW)
- SuDS Basin and connections (Joint)



# Cartland Road & Ripple Road Flood Alleviation Scheme – Update for Birmingham Strategic Flood Board Meeting - Nov 2014

## Flood History

- 24 properties and commercial premises internally flooded on multiple occasions since 1982.
- Extensive highway flooding on Pershore Rd, Cartland Rd and Ripple Rd, Stirchley.
- Most recent flooding in 2012



Flooding on Ripple Road 2012



Flooding on Pershore Road 2012

## Severn Trent Water Flood Alleviation Scheme

- £3 million flood alleviation scheme
- Work started January 2014.
- Estimate scheme completion January 2015
- 1 km of new, larger sewers to increase capacity of sewerage system
- 1 large underground storage tank off Pershore Road
- 1 large surface water pumping station off Ripple Road

## Construction

- Jan 2014 to June 2014 – Tank construction. Work off the highway.
- June 2014 to Nov 2014 – New sewers. Temporary road closures.
- Nov 2014 to Jan 2015 – Finish all connections. Cover storage tanks.
- Latest – All road closures now complete.





Pershore Road foul water storage tank under construction  
14m diameter. 400 cubic meter storage capacity



Ripple Road surface water pumping station under construction

## Customer and Stakeholder Engagement

- Several public exhibitions
- Local letter drops
- Regularly updates to Stirchley flood forum
- Press releases
- Twitter updates
- Dedicated Stwater.co.uk web page:- <http://www.stwater.co.uk/households/your-water-supply/investing-in-local-improvements/sewer-improvements-for-cartland-road-in-stirchley-birmingham>
- Dedicated AMEY (our contractor) web page with regular updates:- <http://www.enterprise.plc.uk/gr-cartland-road>
- QR codes
- Free text update
- Residents site visit
- Donated and helped plant some trees to spruce up Stirchley Park (see photo below)
- Stephen McCabe MP site visit (see photo below)
- Severn Trent Water stall with games and prizes at the community summer event in Stirchley Park
- Links with wider strategy to reduce flood risk throughout the River Rea catchment as part of the River Rea Partnership:- <http://www.riverreapartnership.co.uk/>



Tree planting in Stirchley Park with local residents



Stephen McCabe, MP for Birmingham Selly Oak site visit – 9th May 2014

Visit our website for more information:

<http://www.stwater.co.uk/households/your-water-supply/investing-in-local-improvements/sewer-improvements-for-cartland-road-in-stirchley-birmingham>

**SEVERN**  
**TRENT**  
**WATER**

[My account](#)
[Moving home](#)
[My supplies](#)
[Saving for the future](#)
[Leisure & learning](#)

## Cartland Road in Stirchley, Birmingham

### My supplies

**My water**

- Investing in your area
  - Birmingham Resilience Project
- Water quality in your area
- Where your water comes from
- Supply & pressure

**My waste water**

- Live updates map
- Supply updates
- Report a leak
- Find a plumber
- My water meter
- Pipes & drains
- Help with my supplies

### Why do we need to do this work?

The sewers in Stirchley have been serving the community for many years but there are parts of the system that need improving. Severn Trent Water have now started work to invest £3 million to install a kilometre of new, bigger sewer pipes and two large underground storage tanks in the Cartland Road area to help prevent sewer flooding and surface water flooding.

### When will this work be carried out?

We've already started work and we expect it to take approximately twelve months, finishing in early 2015.

To start with we will be building the storage tanks which are not in the highway, so there should be very little, if any disruption to road users for the first few months.

From May 2014 onwards, in order for us to replace the sewers safely, we will need to close a number of roads in the area.

The following road closure dates could change, so should be taken as a guide only.

**\*\*Latest news - Cartland Rd closure dates confirmed as below\*\***

Road Name	Closure start date	Closure end date
Newlands Rd	Mon 12/05/14	Wed 20/08/14
Ripple Rd	Mon 12/05/14	Fri 18/07/14
Twynning Rd	Mon 21/07/14	Tue 12/08/14
Cartland Rd	Mon 21/07/14* new date	Wed 09/09/14



# George Street Flood Alleviation Scheme

## Information Item for Birmingham Strategic Flood Board Feb 2016

### Context

Our current 5 year plan ([AMP6 Business Plan](#)) contains 10 key objectives and 45 performance commitments. The objective most aligned to flood risk management is 'We will safely take your waste water away', and the 2 key performance commitments associated with this objective are to reduce the number of internal and external sewer flooding incidents. The George Street flood alleviation scheme directly contributes to this objective and these performance commitments by reducing the risk of sewer flooding in this location.

### Location

George Street is located in the Hockley area of the Birmingham. See Figure 1 below.



Figure 1 – Location plan of George Street flood alleviation scheme

### Overview

The George Street flood alleviation scheme has alleviated internal flooding to a retail unit (currently unused due to flooding), 3 No. residential units, 32 space car park, store room and electrical equipment room. All located underground / in basement.

The scheme was constructed in the confined and enclosed courtyard of a multi-storey residential development and under the scrutiny of over 250 customers. The work included a 7.5m diameter shaft constructed to a depth of 20m in the courtyard, and trenching for new sewers through main access routes and underground parking areas. The scheme was completed in October 2015.



## Scheme detail and costs

The scheme cost £1.7 million and consisted of an underground shaft tank, 100m of rising main and 100m of 300mm diameter gravity sewer beneath a tower block building. An outline plan showing the key elements of the scheme is shown in Figure 2. The work involved a timber heading and a directional drill to maintain access for residents throughout the construction.

The original project cost for this project was £4.2 million and through critical analysis of the solution options, challenging standard design and reducing the construction programme we reduced the project cost to £1.7 million.

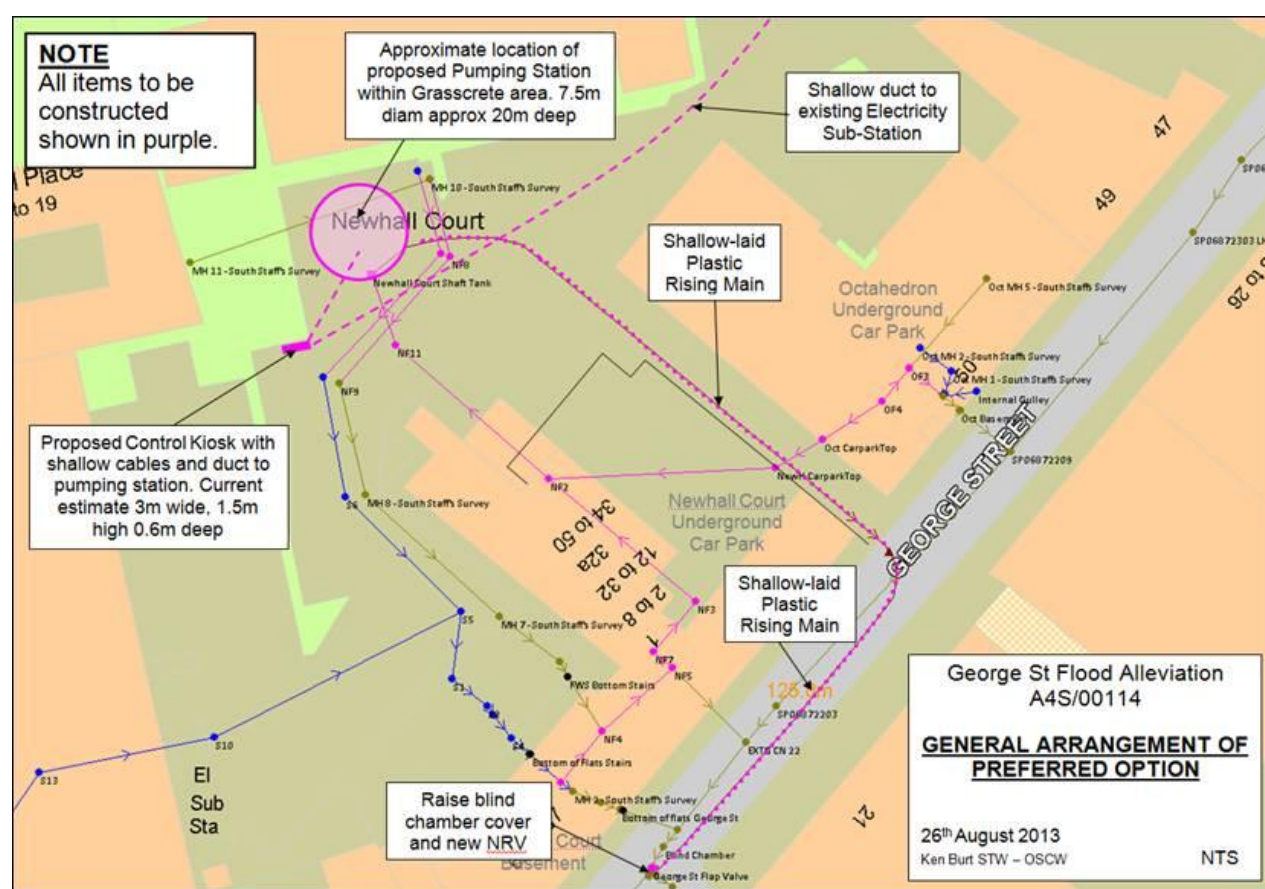


Figure 2 – Plan showing key elements of the scheme

## Customers and Stakeholders

This flood alleviation project was tracked by OFWAT because of the nature of the problems in this location. The project was delivered on time, within budget, and with excellent health and safety standards.

This was a very customer sensitive project as we were constructing the shaft and new pipework in close proximity to resident flats and city centre businesses whilst maintaining access for customer parking at all times. Our proactive engagement and communication was crucial to keep customers informed throughout the project, starting with an evening presentation in advance of site mobilisation, explaining why the works were needed, the benefits they would bring, and a realistic assessment of the potential impact of the works on residents of the development. This was followed by regular letter drops, a project website providing advanced information and text alerts.

The workforce played a major role in fostering good relationships with local residents, by build personal relationships and by adapting work practices to prevent undue access delays to/from their parking locations and to maintain the normal refuse collection services. This approach eliminated customer complaints from what has been an exceptionally challenging project.

An auger-bore technique was used to construct the gravity sewer beneath the ramp to the under ground car park, to avoid closing the car park. Active Tunnelling used a custom made augar bore head when the original and the second heads failed to deal with the hard rock sand, to avoid having to open cut and closing the access.

Further information and details of the scheme can be found on the project website:

<https://sites.google.com/a/nmggroup.uk.com/george-street-birmingham/>

Some photos showing the construction are also included on the final page of this document.



Figure 3 – Resident of Newhall Court meet the project team





The crane lays its jib down for the last time



The stripping operation begins



Lifting the drop-pipe and setting it in the shaft



Preparing for the mechanical installation

**MANAGING THE RISK AND RESPONSE TO FLOODING IN BIRMINGHAM –  
ISSUES ARISING FROM MAY 2018 MAJOR FLOODING EVENT**

**SUSTAINABILITY AND TRANSPORT OVERVIEW AND SCRUTINY COMMITTEE**

**REPORT TO CITY COUNCIL – 11<sup>th</sup> SEPTEMBER 2018**

**Executive Response from the Deputy Leader and the Cabinet Member for Transport and Sustainability**

The major flooding experienced in parts of Birmingham on the evening of 27<sup>th</sup> May 2018 was devastating to the people directly affected, because of the speed and severity of the incident. While great efforts were made to address this major flooding event, there are lessons that can be learned.

This report provides a welcome examination of the actions needed to improve resilience and effectively co-ordinate responses to major flooding in the City. It makes helpful observations on areas for improvement, some of which have already been acted upon. It also identifies ways for better partnership working.

We have already initiated a review of the Council's emergency planning procedures and the response to the situation on 27<sup>th</sup> May. The Council will be looking to achieve a clear commitment from all partners responsible for the full range of services relating to flood management.

Officers will work closely with West Midlands Police, National Express, other bus operators and transport partners to effectively manage traffic during flood events. Efforts will also be made to support residents in the Selly Oak area to prepare for and cope with possible flooding incidents through the establishment of local flood action groups.

We will act to establish a partnership to facilitate the provision of flood defence and alleviation measures along the River Cole, similar to that in place for the rivers Rea and Tame. We will also look to strengthen, where possible, local planning guidance to better manage flood risk in relation to new developments.

We are grateful to Councillor Clements and her colleagues on the Sustainability and Transport Overview and Scrutiny Committee for the work undertaken to produce this report and the constructive advice offered to the Executive, to our partners and to the people affected who shared their experiences at a very difficult time to inform this response.

**Councillor Brigid Jones, Deputy Leader of the Council**  
**Councillor Waseem Zaffar, Cabinet Member for Transport and Sustainability**



**MOTIONS FOR DEBATE FROM INDIVIDUAL MEMBERS**

To consider the following Motions of which notice has been given in accordance with Standing Order 4 (i)

**A. Councillors Jon Hunt and Baber Baz have given notice of the following Notice of Motion:-**

“This Council is alarmed at the growing evidence of the impact of disposable plastic items on the world’s oceans, fish supplies and the litter on the streets and in the hedgerows of Birmingham.

Council notes and welcomes the success of plastic bag charging policies introduced by national governments. It calls for action at a city level so Birmingham makes a significant contribution to reducing disposal of plastics and cleaning up the environment.

Council calls on the Executive to:

1. develop a robust strategy to make Birmingham City Council a ‘single-use-plastic-free’ Authority by the end of 2019 and encourage the city’s institutions, businesses and citizens to adopt similar measures;
2. end the sale and provision of disposable plastic products such as bottles, cups, cutlery and drinking straws in Council buildings;
3. encourage market traders to sell re-usable containers and invite customers to bring their own, with the aim of phasing out single-use plastic containers and cutlery on market stalls by the end of 2019;
4. investigate the possibility of requiring pop-up food and drink vendors at large Council events to avoid disposable plastic items as a condition of their contract;
5. promote refill schemes, in which retail businesses agree to free water refills, pointing them to the apps that are available to signpost customers to refill points;
6. investigate the use of free water fountains in reception areas and elsewhere;
7. further investigate having locally branded water containers for sale;
8. work with tenants in commercial properties owned by Birmingham City Council to encourage the phasing out of disposable plastic cups, bottles, cutlery and straws;
9. ensure the 2022 Commonwealth Games is free of single use plastic items.

Council further proposes a report be brought to the relevant Scrutiny Committee setting out the financial costs of adopting a strategy of this kind."

**B. Councillors Paulette Hamilton and Shabrana Hussain have given notice of the following Notice of Motion:-**

"The council notes that in August 2018 Birmingham was named the UK's first ever Donor City - a city dedicated to increasing the number of citizens signed-up to the NHS Organ Donor Register.

The council further notes that just 21 per cent of Birmingham residents have signed up to the Organ Donor Register and acknowledges the urgent need to improve on that record. Registration rates are even lower for BAME communities across the city, reflecting a similar shortfall across the UK.

One in five people who died on the Transplant Waiting List last year were from a black, Asian or ethnic minority background.

Consequently, more donors from black, Asian and minority ethnic groups are urgently needed to address an increase in patients from the same communities dying whilst waiting for an organ transplant.

Organ donation is the only hope for many desperately ill people and citizens from all communities must be encouraged to discuss donation.

- Around 6,000 people across the UK are currently waiting for an organ transplant.
- Only around 6,000 people each year die in circumstances where they can donate their organs.
- Three people a day die in need of a transplant due to a shortage of people being willing to donate organs.

The council resolves to:

- Work with partners to increase awareness of this vital issue across Birmingham.
- Work with communities throughout the city to encourage people to join the NHS Organ Donor Register.
- Encourage people to share their donation decision with their family and friends.
- Lead by example by encouraging staff and members to have the conversation about organ donation and to register."



**C. Councillors Simon Morrall and Adrian Delaney have given notice of the following Notice of Motion:-**

“This Council believes that any charge on private vehicles entering the City Centre will damage residents and businesses, hurting most those least able to afford it, and agrees with the assessment of Khalid Mahmood MP, who called the proposals ‘amateurish and deceitful.’

The Council further believes that whilst clean air is an absolute priority for the city there are more effective and less punitive ways of achieving the improvements needed than a charging zone for private vehicles inside the ring road which simply pushes problems to the ring-road itself and the surrounding areas and suburbs. This includes improved green infrastructure, urban consolidation centres and the expansion of a more reliable and safe rapid transport system, including parks and rides.

The Council therefore calls on the Executive to:

- Amend its proposals for a Clean Air Zone ahead of the deadline for submission to the Government so as to exclude private vehicles
- Lobby Government to support wider measures to improve air quality without penalising road users, including investment in green infrastructure and public transport.”

