

**Birmingham City Council**  
**Urban Centres Framework**  
**Consultation Statement**

**1. Introduction**

Birmingham City Council consulted on the Draft Urban Centres Framework (UCF) from 26<sup>th</sup> November to the 18<sup>th</sup> March 2019. This statement explains the development proposals, describes the level and type of responses received, the main issues raised and how they have been addressed in the final framework. The statement has been prepared in accordance with Birmingham Statement of Community Involvement (SCI).

**2. Purpose**

The UCF has been developed to support the evolution of urban centres within the city, setting out the strategic principles that all urban centres and parades can utilise to become successful multifunctional places. These principles focus on securing diversity of activity, excellent connectivity and high-quality design that celebrates local identity to create places that stand the test of time. The framework focusses on 10 Centres of Transformation setting out Big Moves and core themes to deliver their transformation.

Public consultation on the draft framework was carried out for 16 weeks, from 26<sup>th</sup> November 2018 to 18<sup>th</sup> March 2019, when views were sought from stakeholders and the public on the strategies contained within the document.

### **3. Engagement Strategy**

An engagement strategy was developed to set out how the public consultation will be conducted on the draft framework, meeting the requirements set out in the SCI.

The engagement strategy was based on two key approaches:

#### Methods to Inform

- The draft framework was uploaded onto the City Council's website with an opportunity to comment via BeHeard (the City Councils engagement website) through a structured survey.
- This was publicised through a press release that was also put on the City Council's social media channels.
- Emails and / or letters were sent to all contacts on the Planning and Development Consultation Database, including:
  - Residents associations
  - Community groups
  - Neighbourhood forums
  - Ward councillors
  - Local Members of Parliament
  - Local educational institutions
  - West Midlands Combined Authority
  - Neighbouring local authorities
  - Sutton Coldfield Town Council
  - Chambers of commerce
  - Local Business Improvement Districts (BIDs)
  - Greater Birmingham and Solihull Local Enterprise Partnership
  - Disability user groups
  - Landowners
  - Developers and agents
- Copies of the draft framework were on display in each of the City Council's libraries, as well as being available to view in the Council House and Lancaster Circus receptions.
- Copies of the draft framework were delivered to all ward councillors.

#### Methods to Engage

- Public drop-in sessions were held in a number of local areas. This provided the local community an opportunity to discuss the plans with officers and to provide their comments. The events were held in the afternoon into the evening to allow people to attend after work. The venues were:

- Northfield Leisure Centre
  - Stechford Leisure Centre
  - Erdington Leisure Centre
  - Stirchley Baths
  - Small Heath Wellbeing Centre
- Officers attended a Perry Barr Ward Forum meeting where they presented an overview of the document and followed with a question and answer session. Officers took notes to document the discussion and comments were incorporated into the consultation responses. Attendees were also encouraged to review the documents thoroughly and submit detailed responses online via BeHeard.
  - Officers held a joint briefing session for the Sutton Coldfield Chamber of Commerce and Sutton Coldfield BID where they presented an overview of the document and answered questions. Both organisations were encouraged to share the consultation with their members and encourage them to respond.

The consultation received responses from over 250 people and organisations.

#### **4. Summary of Consultation Responses**

The key changes made to the framework document are summarised as follows:

- Additional wording to state that documents for further centres will be prepared in line with the Urban Centres Framework, where they are considered to meet the criteria.
- Additional wording in the introduction to clarify that the Urban Centres Toolkit applies to all centres regardless of their size or whether they are prioritised by the framework. The Toolkit will also now be web-based rather than a static document, allowing information and guidance to be updated regularly.
- References have been included in the document to state that any proposals requiring planning permission will need to accord with the policies set out in the adopted Birmingham Development Plan. This is further supported by references to the forthcoming Car Parking Supplementary Planning Document and Design Guide. Additional wording has also been included in the introduction to clarify the status of the document.
- A new section in the introduction and cross references throughout the document set out how the framework will support wider Council priorities. These include addressing air pollution and tackling climate change, along with supporting communities' health and wellbeing.
- Removal of the text included in the draft document around centres of 'current transformation'.
- Changes to the format and additional text to clarify the criteria used to identify the initial centres of transformation.
- A new section under the core theme 'activity' within the strategy chapter of the document to set out the role culture plays in centres and their vitality.
- Extension of the uses included under the core theme 'activity' to cover sport and recreation.
- Additional wording under the core theme 'connectivity' to cover cycle hire and improved cycle parking. Also, additional wording to set out the City Council's approach towards achieving a balance between providing the appropriate amount of parking to support businesses and to cater for those with mobility needs whilst encouraging sustainable modes of transport.

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- Additional wording has been included in the section on Sutton Coldfield to reference the City Council's commitment to delivering a masterplan for the town centre.
- Throughout the document, updates have been made to investments in public transport, including additional or amended rapid transport routes and proposals to open new rail stations. Updates on cycling routes have also been included. The associated maps have been updated to reflect these changes.
- Throughout the document additional text has been added to strengthen walking and cycling links from the centres to destinations, facilities and opportunities that had not been previously identified. These have also been updated on the associated maps. A link will be provided to the Walking and Cycling Strategy in the Toolkit.
- Additional wording has been added to a number of centres where there are opportunities for improvements to the quality of open spaces within the centre and also the potential for improved connectivity to open spaces within and nearby to the centres.
- Throughout the document, updates have been made to provide the latest information on schemes that have progressed since the draft version and either now have planning permission or have been implemented.
- A number of revisions will also be made to the toolkit to make it more practical. It will be updated to include further reference on funding and recent guidance. Additional topics such as the historic environment and culture will also be covered to ensure the Toolkit provides information on all elements that make up vibrant centres.

Detailed analysis of comments is categorised and set out below:

The overall strategy and delivery

Theme:	Main issues raised:	How these are addressed in the framework
General	<p>There was general support for the framework and agreement it was the right approach to provide a strategy that supports the changing nature of centres.</p> <p>There was some concern that the strategy does not place enough emphasis on the current crisis facing town centres.</p> <p>A few comments were made from individuals wanting to understand the criteria used in selecting the centres covered in the framework.</p> <p>A comment was made on the need to give consideration to the outlying areas in Birmingham.</p> <p>Questions were raised over the status of the document.</p>	<p>Support welcomed.</p> <p>The framework looks to provide a strategy for sustainable and dynamic centres that are resilient to change. The approach within the framework is to create multipurpose areas that provide for a range of uses, allowing centres to adapt to changes in demand and shopping patterns. The focus is on a mix of uses and not just retail. No change to the document is required.</p> <p>The draft framework included a description of the criteria, but this has been expanded and reformatted to make clearer.</p> <p>The Birmingham Development Plan provides the overall strategy for the city that will inform decision-making on housing and other key developments. No change to the document necessary.</p> <p>Additional wording has been included to clearly explain that the framework is not a statutory plan but a document that provides a direction of change for the centres to help inform decision-making and investment.</p>

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Design	There were a number of comments supporting higher density in the centres.	Higher densities are included as part of the proposed strategy in the Urban Centres Framework and high-density schemes will be supported in sustainable locations where they are in-keeping with the surrounding area.
Flood Risk	The Environment Agency (EA) requested that the framework makes reference to flood risk. They suggested cross-referencing to policies within the development plan and also recommended a drainage strategy is developed for each centre and that further consideration is given to blue/green corridors.	Reference to flood risk management has been added under the environmental section of the overall strategy. A reference to development proposals having to be in accordance with adopted policies has also been included. Where the EA made specific comments on individual centres this has been reflected in the updated framework. However, as the framework specifies only a few of the urban centres in the city; the approach outlined by the EA towards additional work on flood risk would need to be applied to all centres and as such is not appropriate for this document. Any proposal would be assessed against the adopted policies within the BDP, a number of which relate to flood risk.
Historic Character and Archaeology	<p>The Council for British Archaeology raised the point that a number of the sites identified as opportunities in the framework are likely to have archaeological remains.</p> <p>Historic England welcomed the approach the document takes towards the historic environment. There were also a number of</p>	<p>All proposals that require planning permission will be assessed against the BDP. This will provide the framework for the appropriate recording and protection of historic assets, including archaeological remains. The framework has been amended to make reference to proposals that need planning permission needing to be in accordance with adopted planning policy.</p> <p>The document provides a framework that protects the identity of urban centres and builds on assets such as historic buildings. The toolkit has been updated to make references to guidance</p>

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	<p>comments made on the need to protect and enhance the historic environment within centres. Representations also suggested that more creative uses should be found for historic buildings.</p>	<p>and resources for the positive use of historic buildings.</p>
Fast Food Takeaways	<p>Representations were made on the need to control fast food takeaways.</p>	<p>Policy 4 of the Shopping and Local Centres SPD seeks to manage the numbers and concentration/clustering of hot food takeaway uses and should assist in minimising adverse impacts on the viability and vitality of centres and on residential amenity; and will also assist in reducing over exposure to hot food takeaways. The approach taken by planning policy is complemented by other City Council measures developed to tackle health-related issues. No change to document necessary.</p>
Transport and connectivity	<p>A number of general comments were made about the need to prioritise public transport and in support of sustainable modes of transport, walking and cycling.</p> <p>Representations were made arguing for more car parking in centres. However, there were also a number received in support of reducing the amount parking in centres.</p> <p>West Midland Trains made representations in support of the framework, stating the strategy aligned with their aspirations for stations to form</p>	<p>Accessible public transport is the first priority listed within the connectivity theme and is identified as a key component for successful urban centres. The toolkit has been updated to include a reference to the Walking and Cycling Strategy and the maps have been updated to reflect the latest routes.</p> <p>The framework has a balanced approach towards car parking, supporting the provision of appropriate levels of car parking in conjunction with promoting sustainable modes of transport. This approach will be further supported by the forthcoming Parking SPD which has been referenced in the document.</p> <p>Support welcomed. The framework has been amended to reference the role of centres in providing spaces that encouraged social interaction. References to public transport</p>



	<p>key features within centres. They requested that further consideration is given to human interaction and the need for safe and resilient public transport. They also request to work with the Council on any plans for future stations.</p> <p>Transport for West Midlands (TfWM) supported the framework in general but requested that further details were added around parking, improvements outside of urban centres and wayfinding measures across all centres. They also suggested that further information was needed around the centres' existing conditions.</p> <p>Comments were made around the need to promote sustainable transport modes in order to tackle climate change and encourage active lifestyles.</p>	<p>being safe and resilient have also been added. The City Council are working with West Midland Trains on Station Travel Plans.</p> <p>The framework is a strategy for transformation and as such cross references other documents such as the Car Parking SPD and the Walking and Cycling Strategy rather than repeating policy. Links to these documents are included in the toolkit which allows the City Council to make sure information is kept up-to-date. It is considered that further details on the condition of centres would not be appropriate as the framework is a high-level strategic visioning document. Further details on the health of all centres are already published by the City Council and a link to this will be included in the toolkit.</p> <p>The framework has been amended to show how the strategy will help support the City Council's commitment to tackling climate change and to recognise ways in which centres can support the health and wellbeing of communities.</p>
Identity	<p>There were a number of comments on the need to support and promote local identity and individual character of centres. Some comments were made around the need to protect local identity and not to prioritise commercial benefits. A number of comments were also made on the need to encouraged independent</p>	<p>Design and local identity are core themes of the framework and within the document the City Council has provided further details on how these key elements can be strengthened. The toolkit will provide links to a number of resources that could support independent businesses and local communities in fostering an independent spirit within centres.</p>

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	<p>businesses.</p> <p>Culture and art were referenced by some as a way in which local identity should be promoted.</p>	<p>The strategy section of the framework has been updated to strengthen references to culture. The toolkit has also been amended to include reference to information on how to deliver public art schemes.</p>
Safety	<p>Comments were made on the need to have a strong focus of safety and crime.</p> <p>The Crime Commissioner for West Midlands Police supported the framework and references made to safe and secure environments but requested further detail on designing out crime.</p>	<p>The design and local identity core theme makes reference to 'attractive streets and spaces that are safe' and there are other policies within the BDP that ensure designing out crime is given full consideration. Wording has been added to refer to the requirement for proposals to accord with the BDP.</p> <p>The framework is a high-level strategy document and the level of detail requested would not be appropriate. All planning proposals would be assessed against the policies with the adopted Local Plan which includes references to designing out crime that would allow for the issues raised to be addressed. No change to document.</p>
Health and Wellbeing	<p>Sports England supported the overall approach but requested inclusion of sport and recreation as an activity that should be encouraged within centres. They also made a number of detailed comments around guidance and schemes they support.</p>	<p>The activity paragraph on page 14 has been updated to include sport and recreation. The suggestions around active environments have been included in the toolkit and the link to the guidance has been included in this section. The Local Delivery Pilot has been included in the toolkit along with references to the Active Wellbeing Society.</p>

<p>Delivery</p>	<p>There were some concerns raised around the lack of detail on delivery and a lack of committed funding.</p> <p>Requests were made for further focus on supporting local businesses and concerns were also raised on how the changes will impact on the affordability of rents for local businesses.</p> <p>Concerns were raised around the City Council's ability to enforce planning permissions.</p> <p>Requests to work with existing organisations in the community and to promote collaborative delivery that involves all stakeholders.</p>	<p>The document provides a framework to guide investment and activity, it sets the context for local communities to bring forward their own plans and acts as a mechanism to seek and secure funding. Costing and funding will be developed for each centre individually as every centre is different and will require a flexible approach. The toolkit provides further details on how elements of the strategy can be delivered and as more information on funding becomes available the toolkit will be updated. Further detail has been added to the delivery chapter to explain this.</p> <p>The toolkit provides links to ways in which the City Council and other organisations support local businesses and this framework should empower local businesses to play an active role in the future of their High Streets. No change to document.</p> <p>The City Council investigates all complaints raised.</p> <p>The document provides a framework to guide investment and activity, it sets the context for local communities to bring forward their own plans and acts as a mechanism to seek and secure funding. Where appropriate and possible the toolkit will include information on active organisations that are working to transform High Streets.</p>
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	There was a suggestion made that a community sponsorship drive be undertaken to support local centres.	This idea would be best explored by the community at a local level as it is area-specific.
Consultation	<p>Some individuals raised concerns that the consultation process was not meaningful and did not engage a wide enough audience.</p> <p>There was some criticism of the use of an online questionnaire and a suggestion we should write to individual homes.</p> <p>Concerns were raised around future engagement on the individual schemes and the ability of communities/businesses to influence them.</p>	<p>The consultation has been undertaken in line with the adopted Statement of Community Involvement (SCI) and this Consultation Statement clearly sets out how the comments have been taken into consideration.</p> <p>In line with the SCI, the Urban Centres Framework is a city-wide document and as such we do not write to individuals. No change to document necessary. The document was available in the libraries and events were held in accessible locations.</p> <p>As set out in the SCI, the City Council would expect projects and any further documents to follow good consultation principles to ensure that communities and organisations can influence projects as they come forward.</p>

Sutton Coldfield – note that all comments made in response to the draft framework will be provided to the consultants appointed to work on the masterplan. The comments will be provided without any personal information such as name or contact details.

Theme:	Main issues raised:	How these are addressed in the framework:
Activity	<p>There was overall agreement that the centre needs investment and regeneration, with a number of respondents recognising the need for a mix of uses and a diversification away from retail. A number of respondents raised concerns about underused buildings and spaces within the town centre. Suggested uses included leisure, hotels, residential and high-quality offices.</p> <p>A number of representations referenced Brassington Avenue and the need to find a positive use for the site.</p> <p>There was a general agreement that new public spaces and squares should be created in the centre in order to facilitate events.</p>	<p>As identified through one of the Big Moves, the framework looks to diversify the uses within the town centre. A number of the suggestions included in the responses align, in principle, with the strategy set out in the framework. All comments will be considered by the consultants appointed to undertake a masterplan for the town centre. The framework has been amended to make reference to the production of a masterplan.</p> <p>The site is identified as a development opportunity in the framework and the City Council recognises that a clear delivery strategy is needed for the site. The masterplan will provide the ideal opportunity to explore the potential of the site.</p> <p>One of the Big Moves identifies the town centre for a major new public square and the activity section makes references to the town centre's festival programme in recognition of the role events will play in transforming the centre.</p>
Connectivity	<p>A number of representations referenced the need to improve accessibility to and within the centre. Respondents made suggestions for areas of further pedestrianisation, changes to bus routes and linkages that need strengthening.</p>	<p>Improved public transport and public realm is a key element to the strategy. The detailed design and delivery of these improvements will be determined through the work undertaken on the public transport interchange and the masterplan for the town centre. The framework has been amended to make reference to the production of a masterplan.</p>

	<p>A number of respondents referenced the need for a bus station in the centre.</p> <p>Some respondents questioned the need for further public transport improvements stating that the centre was already well connected.</p> <p>A number of references were made to the relief road and its deliverability. One respondent suggested that the inclusion of the road in the plan without a clear delivery timetable is preventing the positive redevelopment of sites within the centre.</p> <p>One respondent questioned the role of the Sutton Park Links and if these would encourage car use rather than sustainable travel.</p>	<p>A new public transport interchange is included as a Big Move demonstrating the City Council's commitment to the delivery of improvements to bus services within the town centre. The project is being led by TfWM and will be reflected within the work for the masterplan. The framework has been updated to reflect the latest information on the interchange by showing the proposed location proposed by TfWM.</p> <p>Whilst there may already be sufficient bus services, the quality of the environment and passenger experience could be enhanced through the delivery of a bus station. This has the potential to better link the train station to the surrounding areas making the whole of Sutton Coldfield more sustainable.</p> <p>The masterplan will consider the need for and deliverability of the relief road. The framework has been amended to reference a potential relief road and to make it clear that this will be revisited through the masterplan. The City Council will work with land owners to ensure that the consultants working on the masterplan have all the necessary information to understand the impact of the relief road on individual sites.</p> <p>The Sutton Park Links are identified for public realm improvements and this will encourage pedestrians and cycle use to the park by improved environment and wayfinding.</p>
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	Sprint was raised by a few respondents who proposed amendments to the suggested route.	The final route will be determined by TfWM following consultation.
Design and Local Identity	<p>There was an overall agreement that the document rightly identified Sutton Park and the historic character of the centre as assets that need to be protected and enhanced.</p> <p>References were made to the need for higher-density housing in the centre.</p> <p>One respondent referenced a lack of community spirit.</p> <p>One respondent referenced the need to capitalise on Sutton Park as an asset to attract people to the town centre. There was also a request to further identify the natural importance of the park and make references to improving connection between the centre and the park.</p> <p>There were a number of comments about the need to improve the physical appearance of the centre and invest in enhancing the character of existing buildings. The historic environment was identified</p>	<p>These elements are key in making Sutton Coldfield unique and attractive. The masterplan will further build on the vision in the framework to help enhance the centres local identity.</p> <p>The framework encourages new residential developments and the strategy set out at the start of the document is clear about supporting higher-density development in sustainable locations.</p> <p>The development of a new town square will provide a focal point for cultural events and festivals, providing a heart to the centre that will help forge greater community spirit in the centre.</p> <p>The framework includes connections to Sutton Park as a Big Move and looks to improve linkages between the centre, transport hubs and the park. The framework has been amended to make reference to the natural value of the park.</p> <p>Ensuring high quality design and place-making is a key overarching theme of the framework. Wording has been included in the framework to make it clear that new schemes will be expected to enhance the historic character of the centre.</p>

	<p>in a number of responses as a key characteristic of the centre, agreeing it should be protected and enhanced.</p> <p>A few respondents identified that the watercourse was wrongly named.</p>	<p>The text has been amended to correctly reference Plants Brook.</p>
Other	<p>A number of respondents referenced the need for urgent action and a more detailed plan to deliver the level of change identified in the document.</p> <p>A few respondents questioned where the funding would come from, specifically asking questions with regards to the calculations behind the £35m that has been referenced in the framework.</p> <p>A number of respondents requested that the views of residents and users of the centre are taken into accounts when planning for the centre and delivering the improvements.</p> <p>One responded suggested the redevelopment of a number of car parks for alternative uses. Car parking was also raised as an issue by some of the</p>	<p>A masterplan has been commissioned for the centre and this will provide further details on timescales for delivery. The City Council has committed to this process and is working with Sutton Coldfield Regeneration Partnership to deliver the strategy.</p> <p>The delivery section of the framework provides some detail on delivery, but the masterplan will provide a detailed delivery strategy. The £35m figure has been identified by updating, where possible, the costs quoted in the infrastructure work that supported the Birmingham Development Plan. These are predominantly transport improvements such as the public transport interchange and Sprint.</p> <p>The masterplan will include wide engagement with local residents and users of the town centre.</p> <p>The framework states that parking provision will be reviewed as part of delivering the enhancements identified in the document and the masterplan will further explore the role of parking in</p>



	existing businesses in the centres, stating that car parking is at capacity and that the move towards pedestrianisation should not negatively impact on footfall in the centre or the servicing of businesses.	the town centre. This will allow any surplus car parks to be considered for alternative uses that support the regeneration strategy.
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### Perry Barr

Theme:	Main issues raised:	How these are addressed in the Framework:
Activity	<p>A number of respondents agreed that the centre needed investment, especially in housing and supported higher-density schemes.</p> <p>There was a general recognition that One Stop needs investment and that the retail offer could be strengthened. There were a few comments made about the need for a mix of retail offer.</p> <p>Some concern was raised over the affordability of the new housing and concerns were also raised about whether there are sufficient schools and other social infrastructure to support the additional housing.</p> <p>There was a suggestion to relocate the Greyhound Stadium, with the Wheels site suggested as a potential</p>	<p>The framework is clear that the centre will be transformed, and that the Perry Barr residential scheme will provide for sustainable residential growth that will support the centre in the long term.</p> <p>The framework promotes a vibrant centre to serve the future needs of the growing local community. This includes setting out clearly the aspiration for One Stop to be remodelled to provide an enhanced retail offer with a strong frontage and improved public realm.</p> <p>The Perry Barr residential scheme will deliver 22% affordable housing. This is based on viability testing and includes the extra care village. A new secondary school has planning permission and will serve the existing and future community.</p> <p>The Wheels site is designated as a Core Employment Area and is being brought forward for employment uses in accordance with</p>

	<p>alternative location.</p> <p>Concerns were raised over the loss of jobs due to the relocation of Birmingham City University (BCU) Campus.</p> <p>A suggestion was made to expand the list of supported uses to include employment uses.</p>	<p>the adopted Birmingham Development Plan and Bordesley Park Area Action Plan.</p> <p>BCU's decision to consolidate their campus in the city centre is outside of the control of the City Council and these jobs were relocated to the city centre.</p> <p>The framework has been amended to include employment uses as playing a role in ensuring the centre is a vibrant urban centre.</p>
Connectivity	<p>There was some support for demolishing the flyover, whilst others raised concerns about the impact of the work on residents and those using the corridor.</p> <p>Concerns were raised about the impact of the proposals on congestion.</p>	<p>The framework states that improvements will be made to the highway and to the pedestrian / cycling environment. The current flyover limits public transport priority and creates a poor public realm. The decision to remove the flyover is not based on journey times but the purpose of the new junction is to unlock development, improve public transport priority and improve the public realm. The new junction will provide access to the remodelled One Stop Shopping Centre. This junction is being designed in consultation with TfWM to ensure alignment with Sprint proposals. All planning applications coming forward will require a mitigation strategy for any works that may impact on the highway.</p> <p>The new residential scheme proposes low levels of parking in line with City Council policy to encourage modal shift, as much as possible. This is enabled by improving the public transport offer and thus reducing congestion for essential car users.</p>

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	<p>Representations were made on the need to improve the cycle network and facilities in the centre including identifying the location of cycle parking.</p> <p>Representations were made about the need to improve pedestrian walkways in and around the centre.</p> <p>There were a number of representations made against the Sprint route, asking the Council to reconsider the proposal and also questioning the consultation undertaken on Sprint.</p>	<p>The framework includes improvements to the A34 corridor for pedestrian and cycle movement as a Big Move in recognition of the important role it plays in transforming the centre. The strategy section of the overall framework has been amended to include references to cycle parking and hire. However, the location and type of cycle facilities needed in individual centres is considered too detailed to include in the document.</p> <p>The framework identifies a number of areas of improved pedestrian and cycle links. Changes to the highway layout will provide for surface level crossings around Birchfield Gateway. New developments and changes to the One Stop Shopping Centre will create a more attractive pedestrian environment.</p> <p>Sprint is proposed by the West Midlands Combined Authority and TfWM conducted its own consultation. The framework reflects the latest proposals as it's an important investment in public transport for the area.</p>
Design and Local Identity	<p>Representations referenced the need to redevelop the centre into a modern centre that attracts people, with high scale development and green infrastructure.</p> <p>Representations stated that the retail frontages and train</p>	<p>The Commonwealth Games will act as a catalyst for the centres' transformation, delivering a high-quality environment. The framework reflects the scheme coming forward as part of the Perry Barr residential scheme proposals which includes higher density and a mix of accommodation in order to create a balanced community, along with significant green space. The framework supports higher density development in the centres and promotes the inclusion of green infrastructure.</p> <p>The framework supports the regeneration of frontages and the</p>

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	station need to be improved and that the built environment of the centre is poor.	railway station as a centre point to focus renewal.
Other	<p>There was a request for a petrol station in the area.</p> <p>There was some questioning of the Compulsory Purchase Order (CPO) process that has taken place in Perry Barr.</p>	<p>Birmingham's Carbon Roadmap (Autumn 2013) promotes the development of low-carbon fuel-efficient technologies. As such, the City Council would support low-carbon vehicle technologies including the installation of refuelling and recharging stations for electric and hydrogen fuel cell vehicles.</p> <p>The CPO was the subject of an Inquiry and the Order was confirmed by the Planning Inspector on the authority of the Secretary of State for Housing, Communities and Local Government on 11 September 2019.</p>

### Bordesley Green

<b>Theme:</b>	<b>Main issues raised:</b>	<b>How these are addressed in the Framework:</b>
Activity	<p>General support for the inclusion of the centre and an agreement that additional housing would help support the centre.</p> <p>There was a suggestion to relocate the Greyhound Stadium, with the Wheels site suggested as a potential alternative location. There was also a suggestion that the document should include</p>	<p>The framework is clear in its support for increased residential development within and adjacent to the centre.</p> <p>The Wheels site is designated as a Core Employment Area and is being brought forward for employment uses in accordance with the adopted Birmingham Development Plan and Bordesley Park Area Action Plan. Reference has been added to the framework</p>

	<p>reference to strengthening linkages to the Wheels site from the centre.</p> <p>Representations were made in support of the redevelopment of the Wheels site and the proposed improved linkages to the centre. Suggestions were made for investment along Garrison Lane with suggested uses of offices.</p> <p>Sports England supported the re-configuration of Denbigh Street open space and suggested it has the potential to provide a high-quality space at the heart of the centre. They recommend that the sports and play equipment is retained and enhanced in order to make full use of the space for physical activity.</p>	<p>to reference improving linkages between this site and the centre.</p> <p>Support for the redevelopment of the Wheels site noted. Design issues will be considered further as sites come forward for development and the framework has been amended to make reference to detailed development briefs as part of range of tools for delivery.</p> <p>Comments and support are noted regarding Metro and the potential reconfiguration of Denbigh Street open space. Bordesley Park Area Action Plan considers wider open space and related environmental issues, and a detailed strategy to guide and facilitate further local investment in these areas is being produced.</p>
Connectivity	<p>Representations were made around the connectivity along Garrison Lane, including a question around if the Metro would be routed along this road.</p> <p>Representations were made on the need to consider future changes to Coventry Road in order to consider how changes such as the Metro and the Clean Air Zone will impact on the middle ring road.</p>	<p>There are currently no proposals for a Metro route along Garrison Lane. Detailed route designs for the East Birmingham to North Solihull Metro Extension are being prepared by TfWM and will be subject to separate consultation. The toolkit will be amended to include TfWM contact details.</p> <p>It is considered that a combination of new development, enhanced connectivity, including by public transport and works to the public realm, will enhance the built environment and encourage additional trips on foot. The arrival of the Metro extension from across the ring road will improve access and connectivity between Bordesley Green and the city centre,</p>

	<p>Representations were made on the need to maximise the potential of the Metro through convenient crossing points to Henry Barber Park to ensure the park is better integrated into the centre.</p> <p>Representations were made stating that connectivity could be strengthened in relation to the 'last mile' from Adderley Park station. Suggestions included encouraging active frontage, active travel and access improvements to better connect the town centre and the station. A suggestion was also made for promoting 'playable' routes at a child-friendly scale.</p> <p>Concerns were raised around the level of parking, including one suggestion of a multi storey car park to serve the area.</p>	<p>presenting opportunities for further associated public realm works along the route to improve the pedestrian environment. The toolkit will be amended to include TfWM information for the forthcoming East Birmingham to North Solihull Metro Extension which will be subject to separate consultation.</p> <p>The emerging Bordesley Green Area Action Plan supports the enhancements to existing open space and sports facilities within the area including the Henry Barber Park. The framework has been amended to include reference to improving the park and the entrances in recognition of the role the part could play as a facility for the community.</p> <p>The framework does acknowledge the location of Adderley Park station and identifies Bordesley Green Road as an improved pedestrian and cycling link. As sites come forward for development - including those proposed within the Bordesley Park Area Action Plan - there will be opportunities to address streetscape and design that encourages walking and cycling. The framework has been amended to state that improvements to walking and cycling links to public transport will be encouraged.</p> <p>The connectivity section of the overall strategy references the need for an appropriate level of good quality car parking. A variety of parking solutions will be considered based on local circumstances. This includes where redevelopment of existing sites and buildings is likely to take place. However, a key element of the strategy is to make the centre more accessible</p>
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		by sustainable transport such as the Metro and improved links to Adderley Park Station. This will be supported by improved walking and cycling routes. The combination of these measures will be a reduction in congestion and the need for parking within the centre.
Design and Local Identity	<p>Respondents referenced the need for improvements to the built environment in the centre, including reference to litter and other issues.</p> <p>Representations were made on the need for increased density in the centre.</p> <p>There was general support for improvements to the public realm and walking and cycling link.</p>	<p>The framework recognises that, in places, the environment is poor and the Area Action Plan provides further details on how improvements to the environment will be delivered. Through more investment and activity in the centre, issues such as litter are likely to be addressed through increased natural surveillance and pride in the area.</p> <p>Development sites served by good public transport may have the opportunity to be built to higher densities, but this will be balanced by the housing mix. A local demand for larger houses may reduce overall units per hectare but the framework does recognise that in some locations higher-density schemes will be supported.</p> <p>Support welcomed.</p>
Other	Representations were made about the need for investment in the Bordesley Circus area to improve the site function as a gateway into the city.	Although outside the local centre, it is recognised that there are a number of development opportunities on or close to Bordesley Circus. Individual development briefs may be produced as sites come forward.

Coventry Road – Small Heath

Theme:	Main issues raised:	How these are addressed in the Framework:
Activity	<p>General support for inclusion of the centre in the framework. Herbert Road, Parliament Street and Whitmore Road were identified as key streets in need of investment.</p> <p>Sports England supported the proposals for better connectivity to Sara Park and Small Heath Park.</p>	<p>Welcome support. The area around Parliament Street is acknowledged as having development potential and further detail is included in the Bordesley Park Area Action Plan.</p> <p>Support welcomed.</p>
Connectivity	<p>Representations were made stating that on-street parking should be banned and a new multi storey car park built.</p> <p>There was general recognition of the car-dominated nature of the centre. Suggestions were made that removing on-street parking in some of the centre could address this issue.</p>	<p>The forthcoming Parking SPD proposes a balanced approach to parking provision. Where appropriate, further management/control of on-street parking may be implemented. However, there is not scope to significantly increase parking provision in many local centres as there is not network capacity to sustain the increase in traffic flow that this would create. Environmental and Air Quality impacts must also be considered. The approach in the framework is therefore to improve linkages to sustainable modes of transport and to make walking and cycling a desirable option for communities.</p> <p>The congestion on Coventry Road is acknowledged and it is considered that proximity to investments in public transport such as Metro and Sprint will improve accessibility and choice. Opportunities to relocate parking off-street will be explored as they arise.</p>



	<p>Representations were made on the need to make reference to future railway investment in the area.</p> <p>A number of representations were made in reference to the need for improved connectivity with the train station.</p> <p>Representations were made suggesting that car parking should be provided for the football ground.</p>	<p>The framework outlines improving links to Small Heath station and refers to the Bordesley Park Area Action Plan (BPAAP) which covers transportation issues, including the rail network, in greater detail. The BPAAP includes references to the Bordesley Chords which will link the Camp Hill line with Moor Street Station to relieve pressures at New Street. Further work regarding the reopening of the Camp Hill line to passenger traffic (including the reopening of Moseley, Kings Heath and Hazelwell Stations) is being undertaken by TfWM. The framework will be amended to include TfWM contact details for further information regarding rail schemes.</p> <p>A number of wayfinding and connectivity issues are also included within the emerging BPAAP. It is acknowledged that there are a limited number of routes from the local centre to the canal network. The enhancement of the environment on these routes will therefore be key to increasing use by pedestrians and cyclists.</p> <p>Destinations, such as the football ground, are key examples of facilities that should have improved public transport in order to in reduce spikes in congestion. The framework therefore looks to promote modes of sustainable transport and has been amended to make reference to the stadium being served by the Metro.</p>
Design and Local Identity	A number of representations were made in support of the commitment to enhance the traditional shop fronts and reveal the historic	Welcome support.

	features.	
Other	General comment on the need to recognise that Coventry Road has a number of different centres that run along the road.	The framework acknowledges that the city has a network of over 70 local centres and that only a small number have been identified by this framework on the basis that there is potential for transformation based on the scale of opportunity and investment in infrastructure. The framework concentrates on the opportunities along the Small Heath section of Coventry Road, as per the map. This does not preclude discussions on other centres for inclusion in future iterations of the framework.

### Stechford

Theme:	Main issues raised:	How these are addressed in the Framework:
Activity	<p>A request was made that more detail is included on the park and river.</p> <p>Comments were made with regard to the future of the Cascades site and the need for the site to come forward as a use that would benefit the community, including requests for it to be sold to a</p>	<p>These are recognised as important assets for the area. Any redevelopment of the former Stechford Cascades will consider the relationship of new development with the park. The River Cole corridor is recognised as an important leisure and nature conservation asset - its route east of Stechford Bridge forms statutory green belt and the whole river corridor forms Project Kingfisher. Much of the corridor is designated as a Site of Local Importance for Nature Conservation. The Station Road/Iron Lane highway improvement scheme now on site will enhance access onto the river corridor for pedestrians and cyclists.</p> <p>The Cascades site is vacant following the opening of the new Stechford Pool and Leisure Centre. The interest is noted and will be considered as the City Council determines the future of the Cascades site. The framework notes that the site has the</p>

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	<p>church group so they can provide a facility for the local community.</p> <p>General comments were made about the need for investment, further housing and improved public transport.</p>	<p>potential for a range of uses including retail and housing but has been amended to include community facilities.</p> <p>The framework supports additional housing in the centre and the strategy is based around improving sustainable modes of transport.</p>
Connectivity	<p>Comments made in support of improvements to the station and the need to make the station the heart of the centre with improvements to public realm and linkages spreading from the station to the rest of the centre.</p>	<p>The importance of the station and opportunities for enhancement are acknowledged. The City Council would further welcome proposals to re-provide the booking office to deliver a distinctive new building which would encourage greater use the local rail services.</p>
Design and Local Identity	<p>References were made to improving linkages and visibility to the new leisure centre and to the recreation ground behind the site.</p> <p>Comments were made on the need to improve the River Cole Valley and the potential role of natural flood risk management.</p>	<p>Additional text has been included in the framework to reference improved walking and cycling links to the leisure centre.</p> <p>The River Cole corridor is recognised as an important leisure and nature conservation asset - its route east of Stechford Bridge forms statutory Green Belt and the whole river corridor forms Project Kingfisher. Much of the corridor is also designated as a Site of Local Importance for Nature Conservation. The Station Road/Iron Lane highway improvement scheme now on site will enhance access into the river corridor for pedestrians and cyclists.</p>
Other	N/A	

Meadway

<b>Theme:</b>	<b>Main issues raised:</b>	<b>How these are addressed in the Framework:</b>
Activity	<p>Comments were supportive of suggested improvements to leisure and recreation facilities at Kent's Moat recreation ground.</p> <p>Comments received in support of increasing housing density in proximity to transport links.</p>	<p>The proposals in the framework outline improvements to Kent Moat recreation ground to promote physical activity.</p> <p>New housing construction is underway in the area with further opportunities for increasing density as the Poolway Shopping Centre is demolished. The framework supports the principle of development.</p>
Connectivity	<p>Comments pertained to the need to improve walking routes in the area.</p> <p>Suggestions were made to reference wider connectivity.</p>	<p>The framework has been amended to reflect that further consideration should be given to enhancing pedestrian links and way finding.</p> <p>The framework has been amended to make reference to future Metro linkages with Solihull, the Airport and the NEC.</p>
Design and Local Identity	N/A	
Other	N/A	

Erdington

<b>Theme:</b>	<b>Main issues raised:</b>	<b>How these are addressed in the Framework:</b>
Activity	<p>Comments highlighted the need for more diversity of uses on the High Street and showed support for improving the vibrancy of the centre.</p>	<p>The purpose of the framework is to support and improve the economic vibrancy and resilience of the centre.</p>

	<p>Some respondents suggested further improvements could be made to proposals for active travel and strengthening links to the train station.</p> <p>Some respondents reaffirmed the importance of events to raise the profile of the centre and attract visitors.</p>	<p>The framework had been updated to reflect the latest routes as identified in the forthcoming Walking and Cycling Plan, and text has been amended to give greater weight to sustainable transport modes.</p> <p>The framework supports these activities and the toolkit provides further information on how local communities can get involved in organising markets and events.</p>
Connectivity	<p>Several respondents raised concerns regarding the possibility of reopening vehicular access to the north of the High Street.</p> <p>Many responses included references to the parking issues experienced on the High Street.</p>	<p>After consulting Transportation, this proposal has now been removed from the framework.</p> <p>The framework had been amended to reference the forthcoming Parking SPD which will detail the expansion of parking controls and parking management in local centres such as Erdington, including proposals for reduction/removal of on-street parking where appropriate, to support more sustainable modes of transport.</p>
Design and Local Identity	<p>Comments were supportive of protecting and enhancing historic buildings.</p> <p>Suggestions were made to include more detailed design principles.</p>	<p>The framework supports bringing heritage buildings back into use to benefit the community and to positively contribute to the urban environment in Erdington. Due consideration will be given to the setting of heritage assets in the assessment of any future proposals.</p> <p>These suggestions were noted; however, it is considered that these would be better suited to more detailed development briefs for specific sites, and this will likely be desirable given the</p>

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		recent success of Future High Streets Funding from central government and will come forward as necessary. The City Council welcomes the opportunity to have detailed discussions with potential developers regarding emerging ideas for change in the local centre.
Other	It was suggested that some wording be added to clarify that the accompanying plan was an indicative approach to scale and massing only, and not prescriptive.	This suggestion is applicable to all centres and the framework has been amended accordingly.

### Northfield

Theme:	Main issues raised:	How these are addressed in the Framework:
Activity	<p>It was suggested that aspirations for the redevelopment of Northfield Shopping Centre be expanded to include commercial and residential as potentially acceptable uses for the site.</p> <p>Lots of comments received in support of diversifying the economy of the local centre and improving the night time offer.</p>	<p>The framework was updated to incorporate these suggestions.</p> <p>The revised framework puts strong emphasis on the need to increase the presence of evening activities to make the centre more resilient.</p>
Connectivity	<p>Many comments pertained to local parking issues in and around the centre.</p> <p>Several responses were supportive of improving the sustainable transport offer and were</p>	<p>The framework has been amended to reference the forthcoming Parking SPD which will detail the future of parking controls and parking management in local centres such as Northfield.</p> <p>The framework has been updated across all centres to reflect the latest cycling routes and improvements to infrastructure, to</p>

	particularly clear on wanting to see improved cycle infrastructure in their local centre. Some respondents also requested that cycle parking be marked on the plan.	align with the forthcoming Walking and Cycling Plan. The principle of increasing the provision for cycle parking and related infrastructure is supported by the framework and built into the text, however the framework does not prescribe to the level of detail required to identify potential cycle storage locations.
Design and Local Identity	Some comments were made that the condition of a few of the buildings fronting the High Street is detracting from its future potential.	The toolkit will provide further information on potential funding opportunities as and when they become available, as well as referencing the forthcoming Birmingham Design Guide (links to the final approved document will be added when it is adopted) to give communities guidance on refurbishments. A point of contact for the Northfield Business Improvement District is also included.
Other	N/A	

### Stirchley

<b>Theme:</b>	<b>Main issues raised:</b>	<b>How these are addressed in the Framework:</b>
Activity	<p>Many respondents noted the strong presence of independent businesses in Stirchley and wish to see this continue to flourish.</p> <p>It was suggested that sport and recreational activities should be encouraged in the centre.</p>	<p>The framework celebrates independent businesses thriving in this up and coming centre and the toolkit provides information on potential funding opportunities for small businesses as and when they become available.</p> <p>The framework has been amended to include sport and recreation in the list of desirable uses for the local centre that will be encouraged.</p>
Connectivity	Several comments were received regarding the bus	The toolkit has been updated to provide up to date contact

	<p>and train services.</p> <p>On-street parking was raised as an issue in several responses.</p>	<p>information for TfWM who will be able to advise on operational matters.</p> <p>The framework has been amended to reference the forthcoming Parking SPD which will detail the strategy for the future of parking management in local centres such as Stirchley.</p>
Design and Local Identity	<p>Comments were received in relation to the quality of the urban environment in Stirchley. Some respondents were concerned that the condition of some buildings along Pershore Road is contributing to a poor public realm. It was emphasised that due care should be given to preserving the unique character of historic buildings.</p> <p>Suggestions were made to improve the prominence of green spaces in the local area.</p>	<p>The toolkit will be updated with funding opportunities for communities and businesses to make improvements to their local area as and when they become available. The Design Guide will set out comprehensive guidance to ensure refurbishments are sensitive to and appropriate for the context of the area.</p> <p>The framework emphasises the need to reconnect the local centre with its surrounding parks and improve access. The map has been updated to highlight the existing pocket parks along Pershore Road.</p>
Other	<p>It was highlighted that not all rivers in the local area were highlighted on the map.</p>	<p>The map has been amended to draw attention to the rivers in the area.</p>

#### Alum Rock Road

Theme:	Main issues raised:	How these are addressed in the Framework:
Activity	N/A	
Connectivity	Comments received pertaining to local parking	The framework has been amended to reference the forthcoming



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	<p>issues in and around the centre.</p> <p>Wider connectivity issues were raised, including pedestrian environment, wayfinding and connections to green spaces.</p>	<p>Parking SPD which will detail the strategy for the future of parking management in local centres.</p> <p>The framework has been amended to reference the emerging Bordesley Park Area Action Plan which will consider wider connectivity issues and way finding in greater detail.</p>
Design and Local Identity	N/A	
Other	<p>It was noted that certain wording in the text “recognising the requirements of private vehicles” does not align with the future aspirations of sustainability for the City.</p>	<p>The framework has been amended accordingly and this text has been removed.</p>

### Toolkit

Theme:	Main issues raised:	How these are addressed in the Framework:
Level of Detail	<p>A number of requests were made for more details in the toolkit. There was some criticism around the level of detail and some questioning of what the toolkit was.</p> <p>A number of suggestions were made from organisations such as TfWM to provide links to relevant guidance and schemes.</p> <p>A number of respondents requested more examples and case studies.</p>	<p>The toolkit will now take the form of a website, allowing us to provide more detail on funding, guidance and case studies as and when they become available. More details have been provided in the framework to explain what the toolkit is.</p> <p>Further links have been provided to useful and more up-to-date guidance.</p> <p>The toolkit has been expanded to include details on case studies and examples of initiatives.</p>
Funding	Requests were made for details on funding,	The toolkit will be updated to provide details on potential

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	especially for shop fronts in historic areas.	funding streams as they become available.
Public Art	Requests were made to include details on how to deliver public art schemes.	Guidance will be included in the toolkit on public art and cultural activities.
Safety	Requests for details on safety and security.	The toolkit will be updated to provide further details around how communities and businesses can deliver schemes to improve safety.
Historic Environment	A request was made to further capture the historic environment and ways in which this can be enhanced.	An additional section will be added to specifically cover the historic environment.

### Additional Centres Suggested

<b>Centre:</b>	<b>Summary of representations made in support of including the centres:</b>	<b>Council's response:</b>
Moseley	<p>Arguments were made that:</p> <ul style="list-style-type: none"> <li>The new train station creates a need for improved public realm and linkages.</li> <li>With the increased footfall and hopefully reduced traffic, there is an opportunity to scale back the roads maybe and increase the size of the public realm or at least make it more pedestrian and cycle friendly, scaling back parking too.</li> <li>The centre is an area of growth</li> </ul>	It is proposed that centres that will benefit from new railway stations as a result of the reopening of the Camp Hill passenger line be covered by additional documents following the adopted strategy set out in the Urban Centres Framework. This would cover Kings Heath and Moseley, looking to maximise the potential benefits of the improved connectivity. A planning application for a new train station at Kings Heath was received in September 2019 and it is anticipated that a planning application for Moseley will be received in early 2020.
Kings Heath	<p>Argument were made that:</p> <ul style="list-style-type: none"> <li>The new train station will create a need to consider linkages and development</li> </ul>	It is proposed that centres that will benefit from new railway stations as a result of the reopening of the Camp Hill passenger line be covered by additional documents following the adopted

	<p>opportunities.</p> <ul style="list-style-type: none"> <li>• There is potential to connect all the heaths as one plan – Balsall Heath to Druids Heath.</li> </ul>	<p>strategy set out in the Urban Centres Framework. This would cover Kings Heath and Moseley, looking to maximise the potential benefits of the improved connectivity. A planning application for a new train station at Kings Heath was received in September 2019 and it is anticipated that a planning application for Moseley will be received in early 2020.</p>
<p>Hall Green – The Parade. Highfield Road, Hall Green. Robin Hood.</p>	<p>Arguments were made that:</p> <ul style="list-style-type: none"> <li>• There are issues with traffic and parked cars.</li> <li>• The centre has a poor environmental quality.</li> <li>• The Parade is the 'symbol' of the area in need of investment.</li> <li>• There are empty retail units and a lack of some services such as banks and post offices.</li> <li>• The centre has good connectivity but is congested</li> <li>• There is a need for improvements to walkways and cycling infrastructure</li> <li>• It's a strong local character that could be enhanced.</li> <li>• There are active community groups.</li> <li>• There is a real need to tackle the congestion and air pollution in the area.</li> </ul>	<p>It is proposed that centres within Hall Green, including Hall Green Parade, Highfield Road, and Robin Hood Island are included in a future version of the Urban Centre Framework. This will provide a strategy to maximise on the improved connectivity and capitalise on the links to the surrounding residential developments.</p>
<p>Dudley Road</p>	<p>Arguments were made that:</p> <ul style="list-style-type: none"> <li>• It's a diverse area in need of regeneration</li> </ul>	<p>Dudley Road is a healthy centre with a low level of vacancies (2018-19 Local Centres Survey).</p>

	<p>with good connectivity.</p> <ul style="list-style-type: none"> <li>• That with the amount of new housing proposed in the Greater Icknield and Smethwick area, the Dudley Road shops and businesses are going to have to improve their offer in order to benefit from all the new people living in and around the area.</li> </ul>	<p>The centre will benefit from the A457 Dudley Road Improvement Scheme which will address congestion in the centre.</p> <p>The wider area is covered by Greater Icknield Masterplan providing a strategy for the area which will support the vitality of the centre however, as there are opportunities for investment and development linked to the growth potential set out in the Birmingham Development Plan a scoping exercise is currently being undertaken to consider if this centre should be included in future versions of the Urban Centres Framework. In the mean-time the guidance and approaches within the toolkit could be adopted by the local community and investors looking to revitalise the area regardless of inclusion in the framework.</p>
Springfield	<p>Arguments were made that:</p> <ul style="list-style-type: none"> <li>• The centre has issues with traffic and parked cars.</li> <li>• There is a poor environmental quality.</li> </ul>	<p>When further work is undertaken on scoping out the strategy for the other Hall Green centres consideration will be given towards also covering Springfield. However, at present the representations made did not provide sufficient evidence to justify including the centre in the framework. Therefore, at present it is not considered to meet the criteria set out in the framework. The guidance and approaches within the toolkit could be adopted by the local community and investors looking to revitalise the area regardless of inclusion in the framework.</p>
Kingstanding Circle	<p>Arguments were made that:</p> <ul style="list-style-type: none"> <li>• The centre has had a lack of funding for years and is in need of regeneration.</li> <li>• There is a poor range of shops and facilities.</li> <li>• There are issues with crime and anti-social</li> </ul>	<p>There are limited opportunities for development linked to the growth potential set out in the Birmingham Development Plan. The representations made did not provide sufficient evidence to justify including the centre in the framework. Therefore, at present it is not considered to meet the criteria set out in the</p>

	behaviour.	<p>framework. However, the overall strategy set out in the framework around the key components for a successful centre can be applied to all centres and utilised by stakeholders looking for ways to transform their centre.</p> <p>The guidance and approaches within the toolkit could be adopted by the local community and investors looking to revitalise the area regardless of inclusion in the framework.</p>
Balsall Heath	<p>Arguments were made that:</p> <ul style="list-style-type: none"> <li>• The public realm needs improving.</li> <li>• There has been a lack of investment.</li> <li>• There is some high quality architecture but the centre is in need of investment to maintain the local identity.</li> <li>• There is a need for more public spaces.</li> </ul>	<p>Balsall Heath is a smaller centre where development opportunities are highlighted in the adopted Neighbourhood Plan which was adopted in 2015 and provides local development guidance.</p> <p>The representations made did not provide sufficient evidence to justify including the centre in the framework. Therefore, at present it is not considered to meet the criteria set out in the framework.</p> <p>The guidance and approaches within the toolkit could be adopted by the local community and investors looking to revitalise the area regardless of inclusion in the framework.</p>
Cotteridge	<p>Arguments were made that:</p> <ul style="list-style-type: none"> <li>• The centre is near to the train station so provides has good linkages.</li> <li>• There is a need for investment in the public realm.</li> <li>• There are highway improvements needed on the two islands.</li> </ul>	<p>Cotteridge is a smaller centre with a stable retail base and community activity.</p> <p>There are limited opportunities for development linked to the growth potential set out in the Birmingham Development Plan. The representations made did not provide sufficient evidence to justify including the centre in the framework. Therefore, at present it is not considered to meet the criteria set out in the framework.</p> <p>The guidance and approaches within the toolkit could be adopted by the local community and investors looking to</p>

		revitalise the area regardless of inclusion in the framework.
Harborne	<p>Arguments were made that:</p> <ul style="list-style-type: none"> <li>• The quality of shops in the centre is poor.</li> <li>• There are issues with road surface and parking.</li> <li>• The High Street units could benefit from investment.</li> <li>• Harborne walkway needs maintaining.</li> <li>• There is a need for improved bus journeys, reduced parking and widening of pavements.</li> <li>• The competition from the new retail park at Selly oak means Harborne will need to improve its offer.</li> <li>• The centre needs improved cycle facilities and links into the city centre.</li> </ul>	<p>There are limited opportunities for investment and development linked to the growth potential set out in the Birmingham Development Plan.</p> <p>Many of the issues raised are around highways and improved linkages which can be addressed through the implementation of other strategies and policies – such as the Parking SPD and the Walking and Cycling Strategy and Infrastructure Plan. Therefore, at present it is not considered to meet the criteria set out in the framework.</p> <p>The guidance and approaches within the toolkit could be adopted by the local community and investors looking to revitalise the area regardless of inclusion in the framework.</p>
Yew Tree	An argument was made that there is a lack of funding in the area.	<p>There are limited opportunities for investment and development linked to the growth potential set out in the Birmingham Development Plan.</p> <p>The representations made did not provide sufficient evidence to justify including the centre in the framework. Therefore, at present it is not considered to meet the criteria set out in the framework.</p> <p>The guidance and approaches within the toolkit could be adopted by the local community and investors looking to revitalise the area regardless of inclusion in the framework.</p>
Soho Road	An argument was made that there is a need for funding to encourage shop owners to improve	Soho Road is a successful centre that has a unique retail offer that serves the local and wider community. Over the last 15

	upper floors of premises in order to provide housing.	<p>years the centre has undergone a programme of regeneration. It is characterised by low vacancies and diverse uses. There is an active BID which facilitates improvements and events supporting the vitality of the centre.</p> <p>It is therefore considered that at present the centre would not benefit from inclusion in the Urban Centre Framework.</p> <p>The guidance and approaches within the toolkit could be adopted by the local community and investors looking to revitalise the area regardless of inclusion in the framework.</p>
Selly Oak	<p>Arguments were made that:</p> <ul style="list-style-type: none"> <li>• The centre is important to the city's image.</li> <li>• The wording in the Context section implies no further intervention required and that is not the case.</li> <li>• The centre needs improved road network to limit impact of cars.</li> <li>• There is a need for improved public realm and environmental quality.</li> <li>• There are significant issues over student accommodation.</li> <li>• The listed buildings are in need of positive uses.</li> <li>• The recent developments are not well connected to the centre and do not enhance the character of the area.</li> <li>• There is a need for better links with the university.</li> <li>• There are issues over the number of hot</li> </ul>	<p>A recent Wider Selly Oak SPD (2015) exists and provides development guidance.</p> <p>The Context section has been amended and Selly Oak is no longer referred to as a "centre of current transformation" so as not to detract from its potential for further transformation.</p> <p>With regard to issues around student housing, whilst Bournbrook is not covered by the Article 4 Direction that was put in place in 2014, conversions of larger HMOs occupied by 6 or more people have always required planning approval, irrespective of the Article 4 Direction. Any cases where large HMOs have been created without planning approval should be reported to the City Council's Planning Enforcement Officers. The Enforcement Officers continue to follow up any such cases reported to them and, where appropriate, will require planning applications to be submitted for the change of use of residential properties to HMOs.</p> <p>The new city-wide Article 4 Direction will come in to force in June 2020 and this will also cover Bournbrook. All future conversions of residential properties to small HMOs will</p>

	<p>food takeaways in the centre.</p> <ul style="list-style-type: none"> <li>• There are issues with poor environmental quality and litter.</li> </ul>	<p>therefore require planning approval in this area. This will be supported by a new planning policy within the Development Management in Birmingham document (Policy DM10) which will set criteria for when the creation of new HMO properties will or will not be considered appropriate.</p> <p>Policy TP33 of the Birmingham Development Plan relates to purpose built student accommodation and supports on-campus provision, with strict criteria for off-site purpose-built accommodation.</p> <p>The intention of these policy approaches is to deliver more balanced communities that can provide an appropriate mixture of housing types to meet local needs.</p> <p>The Selly Oak &amp; South Edgbaston Development Framework is in preparation, which will provide further guidance for developments at the university and hospital campus and the regeneration of Selly Oak centre. Therefore, it is not considered necessary to include the centre in the Urban Centres Framework as this Development Framework will look to address the issues raised through the consultation. The consultation responses pertaining to Selly Oak have been shared with officers working on the Selly Oak &amp; South Edgbaston Development Framework for their consideration.</p>
Weoley Castle	<p>Arguments were made that:</p> <ul style="list-style-type: none"> <li>• There are opportunities for investment given the centres location situated between Harborne, Selly Oak, Northfield and Bournville.</li> <li>• The shopping area is dying due to neglect.</li> </ul>	<p>There are limited opportunities for investment and development linked to the growth potential set out in the Birmingham Development Plan.</p> <p>The representations made did not provide sufficient evidence to justify including the centre in the framework. Therefore, at present it is not considered to meet the criteria set out in the</p>



		<p>framework.</p> <p>The guidance and approaches within the toolkit could be adopted by the local community and investors looking to revitalise the area regardless of inclusion in the Framework.</p>
Witton	<p>Arguments were made that:</p> <ul style="list-style-type: none"> <li>• There are rail connections and a retail hub, but the centre suffers from multiple disadvantages.</li> <li>• The centre is outside but close to the proposed clean air zone which could have impacts.</li> <li>• The centre is close to the commonwealth games hub.</li> </ul>	<p>There are limited opportunities for investment and development linked to the growth potential set out in the Birmingham Development Plan.</p> <p>The representations made did not provide sufficient evidence to justify including the centre in the framework. Therefore, at present it is not considered to meet the criteria set out in the framework.</p> <p>The guidance and approaches within the toolkit could be adopted by the local community and investors looking to revitalise the area regardless of inclusion in the framework.</p>
Newtown	<p>Arguments were made that:</p> <ul style="list-style-type: none"> <li>• There are rail connections and a retail hub, but the centre suffers from multiple disadvantages.</li> <li>• The centre is outside but close to the proposed clean air zone which could have impacts.</li> <li>• The area around shopping centre and the public baths needs investment.</li> </ul>	<p>There are limited opportunities for investment and development linked to the growth potential set out in the Birmingham Development Plan.</p> <p>The representations made did not provide sufficient evidence to justify including the centre in the framework. Therefore, at present it is not considered to meet the criteria set out in the framework.</p> <p>The guidance and approaches within the toolkit could be adopted by the local community and investors looking to revitalise the area regardless of inclusion in the framework.</p>
Edgbaston	<p>An argument was made that investment and improvements are needed on the Hagley Road.</p>	<p>Opportunities for investment and development are linked to the growth potential set out in the Birmingham Development Plan.</p> <p>The inclusion of this centre in future versions of the UCF will be reconsidered as part on the ongoing monitoring of centres.</p>

		In the mean-time, the guidance and approaches within the toolkit could be adopted by the local community and investors looking to revitalise the area regardless of inclusion in the framework.
Lozells	An argument was made that this is an area of deprivation in close proximity to the city centre.	Lozells is a healthy centre with a high number of A1 shopping units and a low vacancy level (2018-19 Local Centres Survey). The representations made did not provide sufficient evidence to justify including the centre in the Framework. Therefore, at present it is not considered to meet the criteria set out in the framework.  The guidance and approaches within the toolkit could be adopted by the local community and investors looking to revitalise the area regardless of inclusion in the framework.
Maypole High Street	Arguments were made that: <ul style="list-style-type: none"> <li>• The area needs regeneration.</li> <li>• It's an important urban centre for Druids Heath and Higher Heath communities.</li> <li>• The centre is well connected by bus routes.</li> <li>• The centre is close to the Druids Heath regeneration areas.</li> </ul>	Limited opportunities for development linked to the growth potential set out in the Birmingham Development Plan. Druids Heath redevelopment is proposed and would help support the vitality of the centre.  At present, it is not considered to meet the criteria set out in the framework.  The guidance and approaches within the toolkit could be adopted by the local community and investors looking to revitalise the area regardless of inclusion in the framework.
Scott Arms – Great Barr	Arguments were made that: <ul style="list-style-type: none"> <li>• The impact of plans and development in Perry Barr will need to be addressed.</li> <li>• The junction suffers from congestion and is in need of investment.</li> </ul>	The small part of the centre that lies within Birmingham has limited opportunities for new development. A cross-boundary plan would need to be produced to be effective and therefore inclusion in the framework would not be the most suitable approach.  The guidance and approaches within the toolkit could be

		adopted by the local community and investors looking to revitalise the area regardless of inclusion in the framework
Kings Norton	An argument was made that there is major regeneration in the area with new housing developments.	Limited opportunities for development linked to the growth potential set out in the Birmingham Development Plan. The representations made did not provide sufficient evidence to justify including the centre in the framework. At present it is not considered to meet the criteria set out in the framework. The guidance and approaches within the toolkit could be adopted by the local community and investors looking to revitalise the area regardless of inclusion in the framework
Sheldon	An argument was made that this is a large centre with some opportunities for development.	The centre is located on a main approach into the city with a number of opportunities for development and enhancement. However, these opportunities are less linked to the growth potential set out in the Birmingham Development Plan than the other centres identified through the framework. The representations made did not provide sufficient evidence to justify including the centre in the framework. Therefore, at present it is not considered to meet the criteria set out in the framework. The guidance and approaches within the toolkit could be adopted by the local community and investors looking to revitalise the area regardless of inclusion in the framework
Frankley	An argument was made that this is a deprived area that needs investment.	Limited opportunities for development linked to the growth potential set out in the Birmingham Development Plan. The representations made did not provide sufficient evidence to justify including the centre in the framework. Therefore, at present it is not considered to meet the criteria set out in the framework.

## Appendix 2: UCF Consultation Statement

Ladywood Parade	An argument was made that this centre needs investment.	Ladywood is not a designated centre however the approaches within the Toolkit could be adopted by the local community and developers looking to revitalise the area. Therefore, at present it is not considered to meet the criteria set out in the framework. The guidance and approaches within the toolkit could be adopted by the local community and investors looking to revitalise the area regardless of inclusion in the framework
Ivy Bush	An argument was made that investment is needed in the shops along Hagley Road.	Limited opportunities for development linked to the growth potential set out in the Birmingham Development Plan. The representations made did not provide sufficient evidence to justify including the centre in the framework. Therefore, at present it is not considered to meet the criteria set out in the framework. The guidance and approaches within the toolkit could be adopted by the local community and investors looking to revitalise the area regardless of inclusion in the framework
Sparkbrook	An argument was made that this a ' <i>missed opportunity</i> ' to not include the centre in the framework.	Limited opportunities for development linked to the growth potential set out in the Birmingham Development Plan. The representations made did not provide sufficient evidence to justify including the centre in the framework. Therefore, at present it is not considered to meet the criteria set out in the framework. The guidance and approaches within the toolkit could be adopted by the local community and investors looking to revitalise the area regardless of inclusion in the framework
The Fold, Kings Norton	An argument was made that the centre needs completely redeveloping.	The Fold is not a designated centre however the approaches within the Toolkit could be adopted by the local community and developers looking to revitalise the area.

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Greater Icknield	An argument was made that there is a substantial increase in housing within the area with no new local centre identified.	The Greater Icknield Masterplan (February 2016) states that Dudley Road will continue to be the main local centre for the Greater Icknield Area and that there are also a number of smaller retail parades in the area. The masterplan also states that small scale retail provision to serve the new residential areas will be supported. Officers are working with the developers on emerging proposals for the area to ensure they deliver community and local facilities.
Winson Green	An argument was made that the centre needs investment.	Winson Green is not a designated centre however the approaches within the Toolkit could be adopted by the local community and investors looking to revitalise the area. Therefore, at present it is not considered to meet the criteria set out in the Framework.
Bartley Green	Arguments were made that this is an overlooked centre that needs investment.	Bartley Green is not a designated centre however the approaches within the toolkit could be adopted by the local community and investors looking to revitalise the area. Limited opportunities for investment and development linked to the growth potential set out in the Birmingham Development Plan. Therefore, at present it is not considered to meet the criteria set out in the framework.
Chelmsley Wood	An argument was made that improved connections and urban spaces are needed to support the wider growth in the area.	Chelmsley Wood is in Solihull so would fall under their planning duties.