

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.

A handwritten signature in purple ink, appearing to read 'Ian Ward', with a large, sweeping loop at the end.

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.

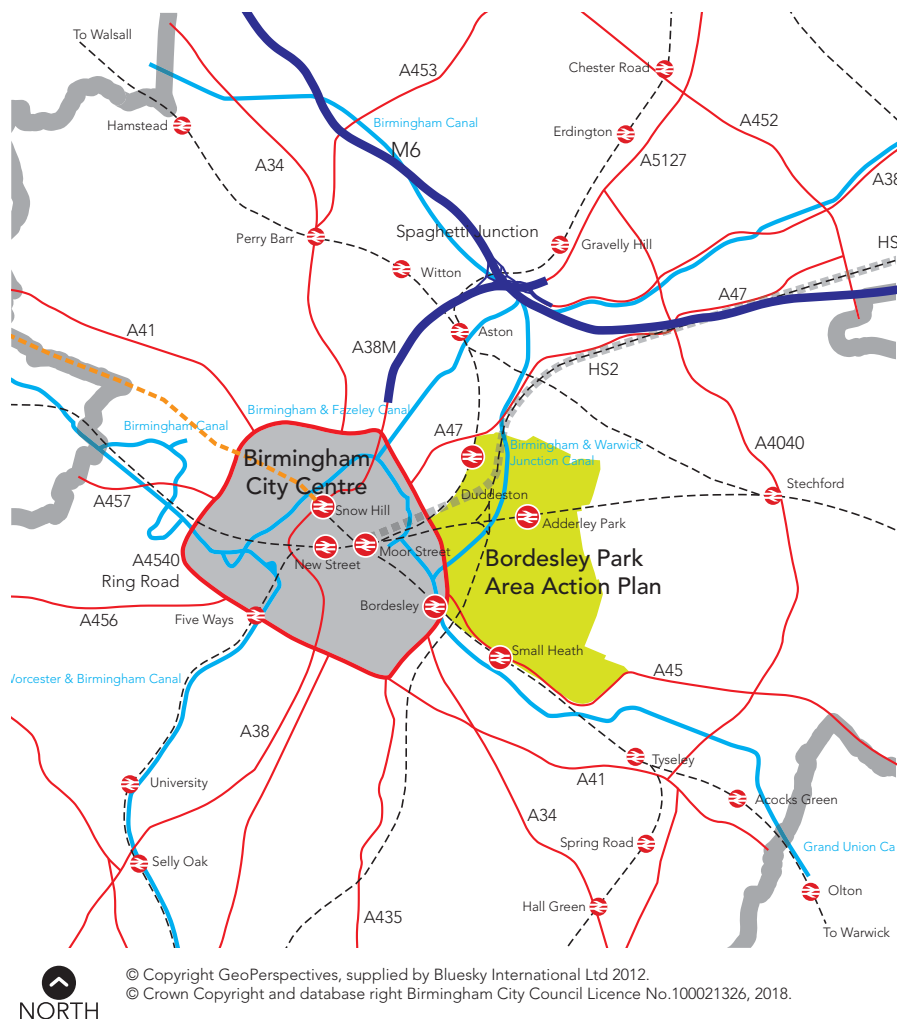
The AAP is a statutory land use plan that:

- 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.

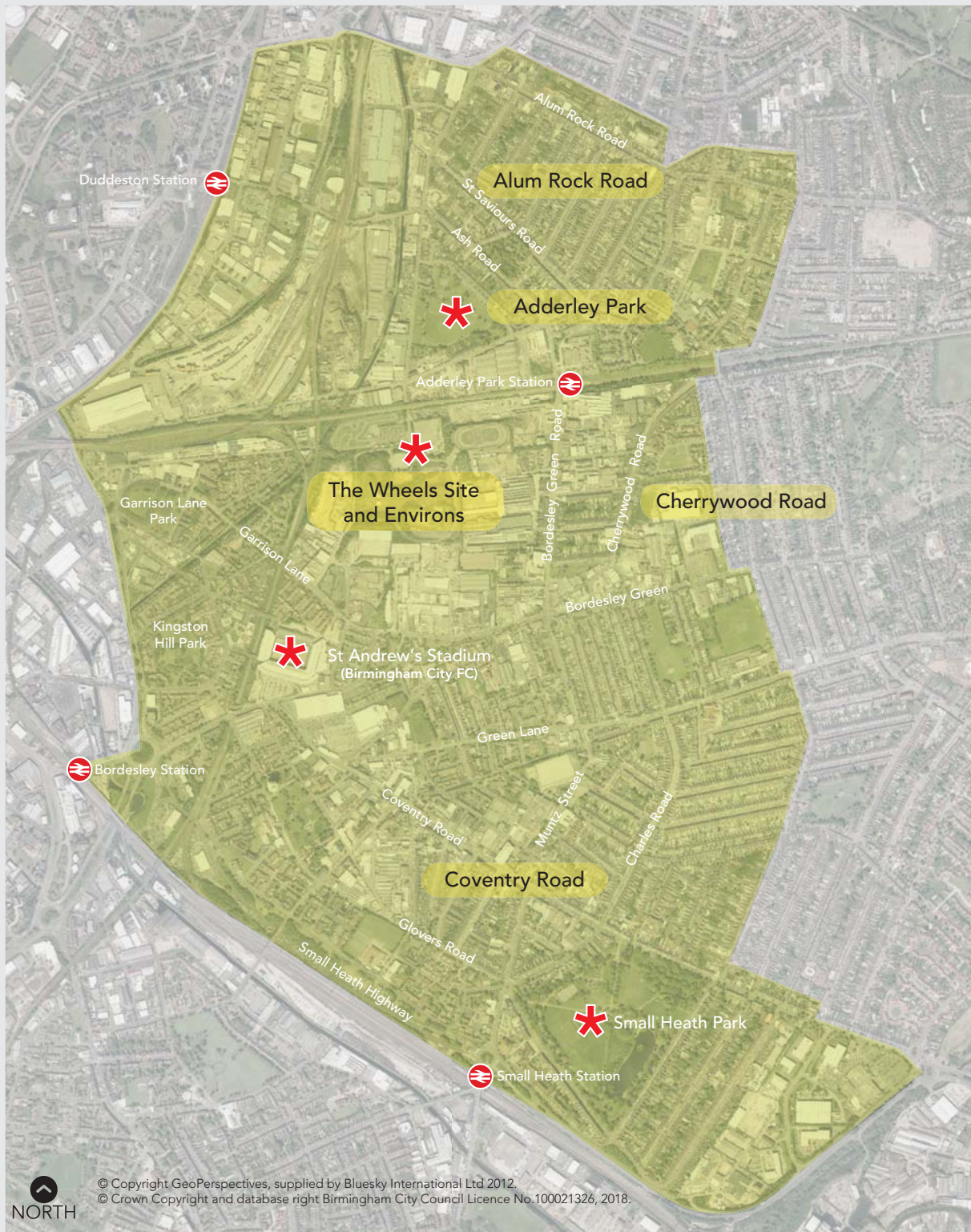
Status of the AAP and its relationship with other plans

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.



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.	Sustainability Appraisal (SA) Scoping Report 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
	Options Report Report setting out proposed vision and objectives, identifying potential key areas of change, and presenting a range of options for each of these areas. Preferred Options Report Revised report responding to outcomes of consultation, SA and further technical work, setting out proposed vision, objectives, and preferred approach. Pre-Submission Report This report – a consultation document identifying proposals, based on the Preferred Options Report and reflecting responses to previous consultation, further technical work etc.	Options SA Report Independently produced report examining the vision, objectives and options against the agreed sustainability indicators. Preferred Options SA Independent revision of SA reflecting the Preferred Options against the agreed sustainability indicators. Pre-Submission SA Independent revision of SA reflecting the Pre-Submission Report against the sustainability indicators.	Consultation on Options Report Aug-Oct 2011 Consultation on Preferred Options Aug-Oct 2013 Consultation on Pre-Submission Report and SA 2017	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. Statutory consultation ahead of submission to Secretary of State.	Current Stage
Stage 2 Producing the Plan	Submission Document Version of the plan for submission to the Secretary of State for examination.	Submission to Secretary of State	2018	Representations and participation in examination.	
			Pre-examination meeting 2018/2019 Independent examination 2019		Future Milestones
Stage 3 Examination			Receipt of Inspector's Report 2019 Adoption of Area Action Plan 2019		
Stage 4 Adoption					

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.

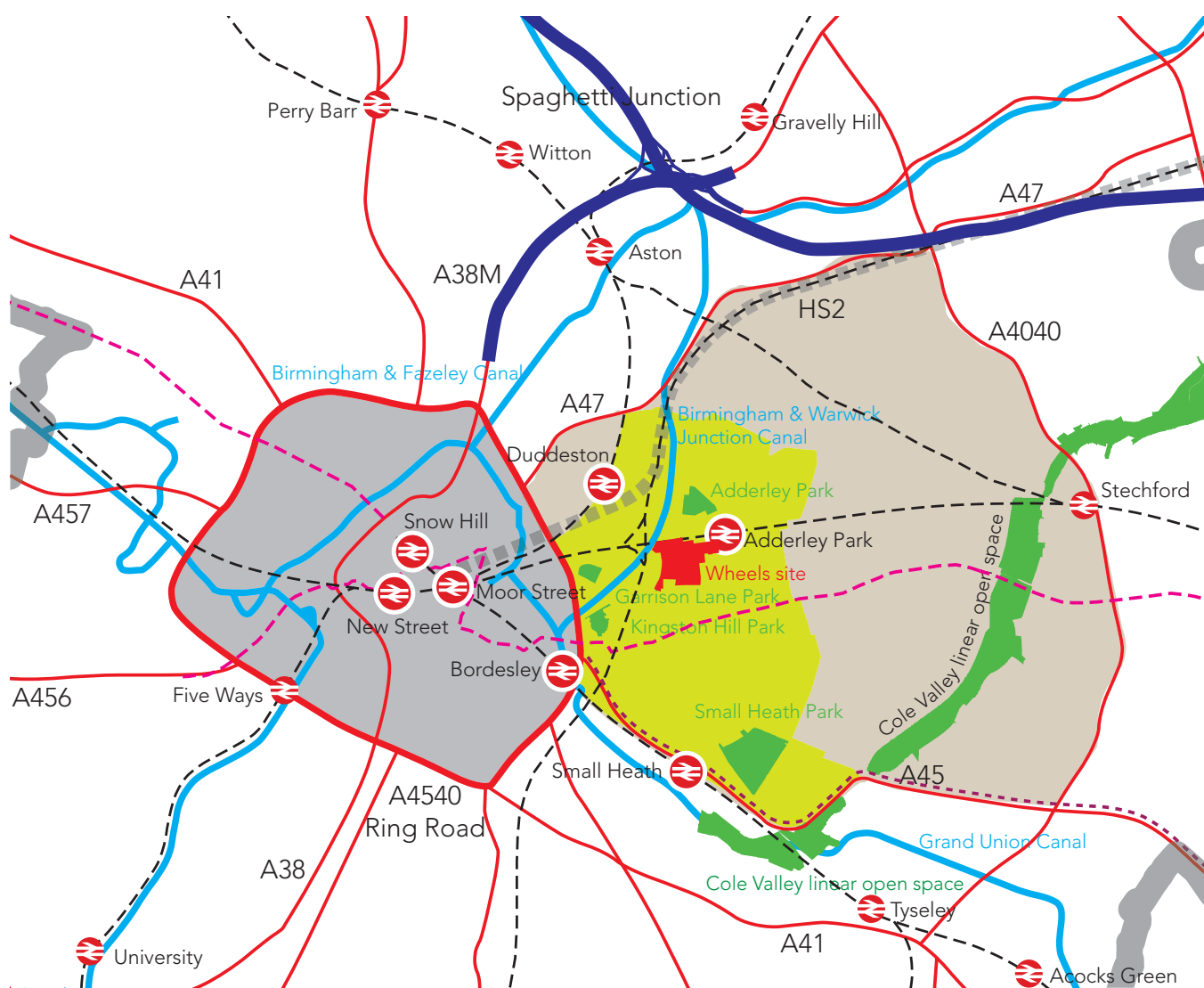
The area is dominated by significant transport corridors including major rail lines, the ring road (A4540) and the A45 which connects the City Centre with Birmingham Airport and the NEC. The proposed route for the High Speed 2 (HS2) rail line, promoted by Government, also runs through the area to a new 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:

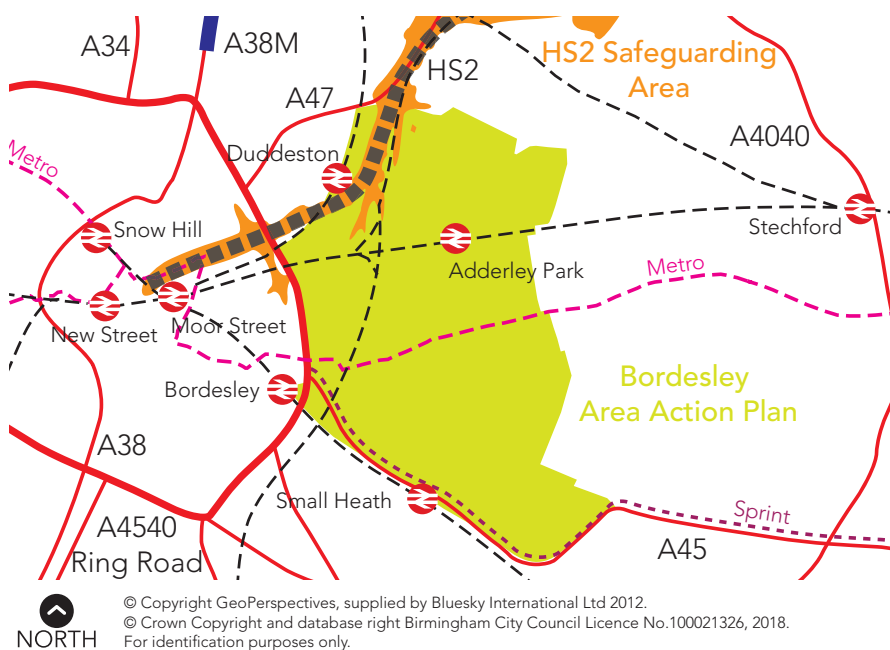
- Re-opening of the Camp Hill railway line to passenger services between Kings Norton and Tamworth including a connection into Moor Street station via new 'Chords' at Bordesley. This is a major transport priority supported by the City Council and partners such as Transport for West Midlands and Network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

- | | | | |
|--------------------------------------|--|-------------------------------|-------|
| Formal Open Space | Schools or other facilities with significant open space or GI assets | Nature Conservation Corridors | Canal |
| Incidental green space with GI value | | Cycle Route | River |
| | | Railways | |



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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.

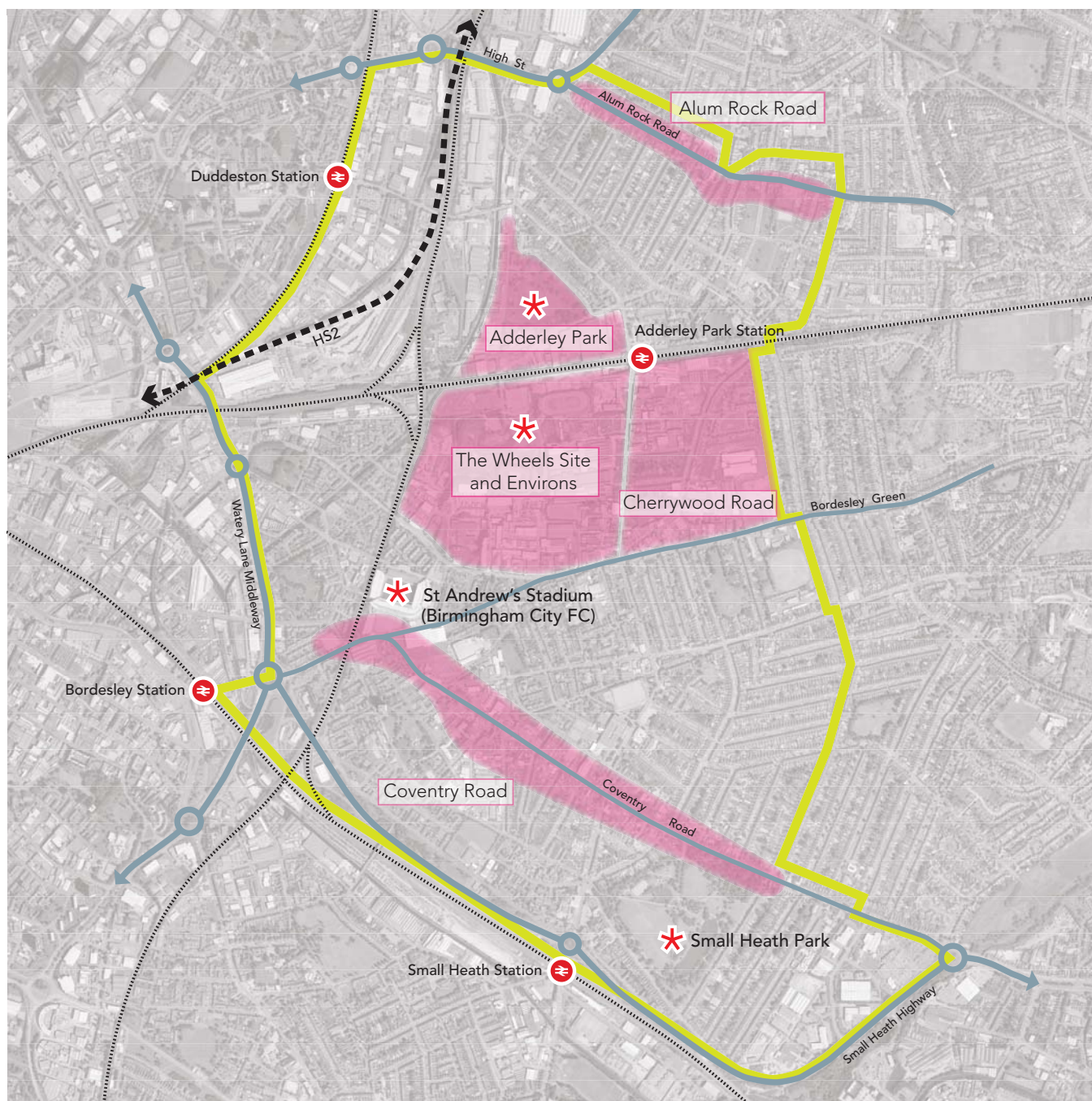
Two further areas offer the opportunity to enhance some of the area's most important assets. Measures to improve the image, accessibility, and range of facilities within the local centres are proposed at:

- 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

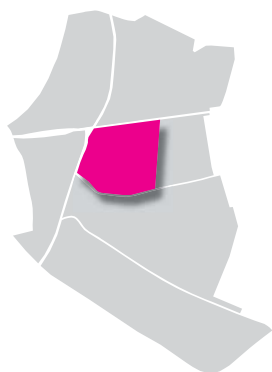
- | | | | |
|------------------------------|------------------|-----------------------------|----------------|
| Area Action Plan boundary | Railways | HS2 | Local landmark |
| Key opportunities for change | Railway stations | Road network (major routes) | |



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Plan 8 Key opportunities for change

key opportunities for change / **bordesley park area action plan**



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.



NORTH

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Plan 9 The Wheels Site and Environs

the wheels site and environs / [bordesley park area action plan](#)

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

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

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.

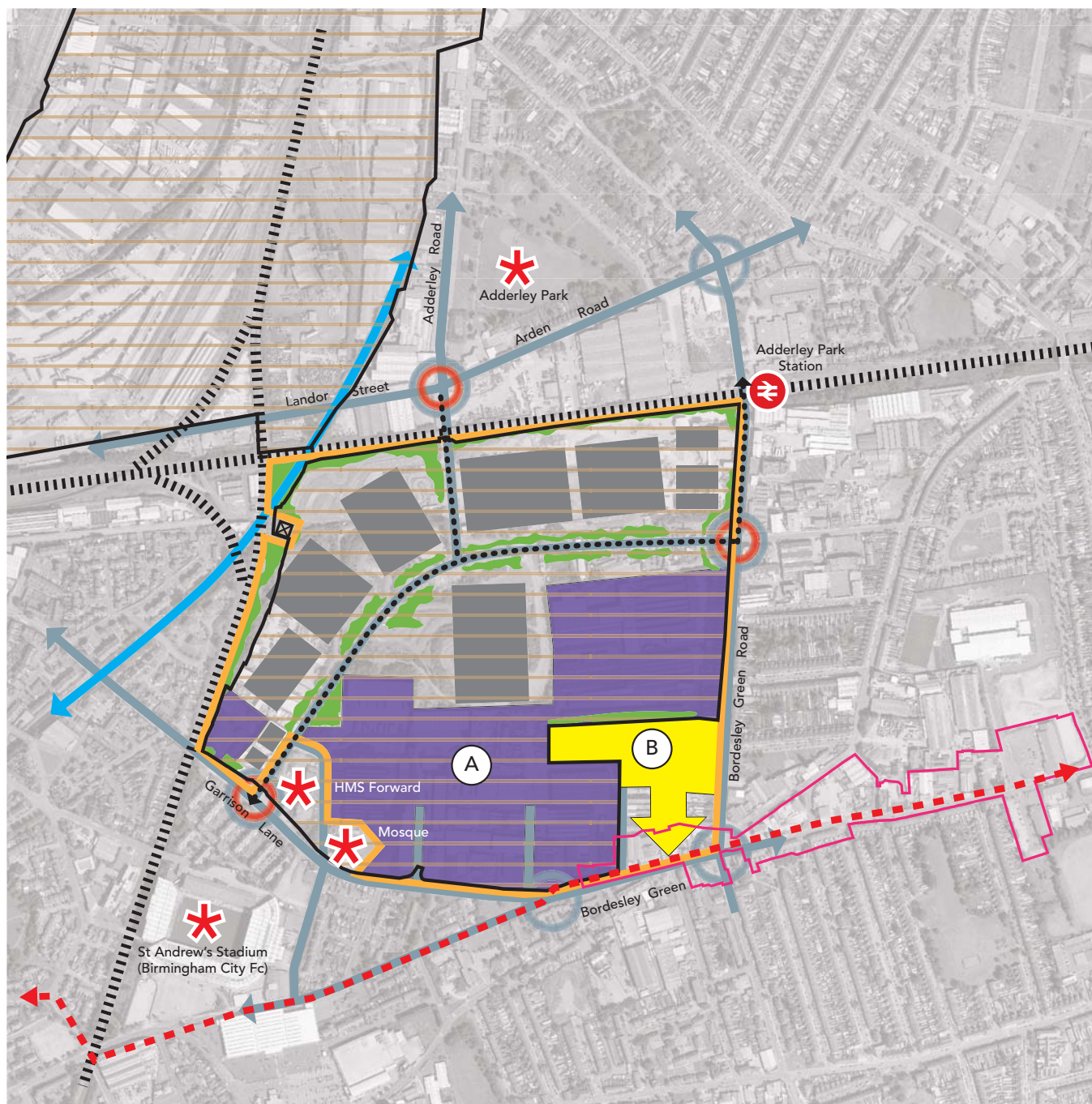
The Preferred Option focused on the industrial and employment option. Most consultation responses again related to the need to safeguard the existing sporting activities. There was also interest from the commercial sector regarding the potential for the delivery of significant new industrial floorspace.

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.



Junction of Bordesley Green and Bordesley Green Road

bordesley park area action plan / the wheels site and environs



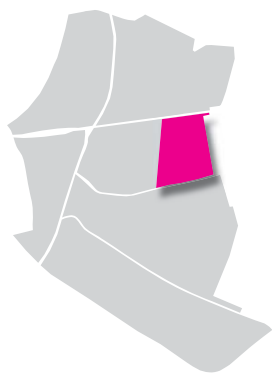
Key

Area of Development Opportunity	Road network (existing and proposed)	Junction improvements	(A) Existing employment area. Support for long term improvement/redevelopment
Employment (proposed)	New access routes	Principal gateways	(B) Existing school site facilities and access enhancements to be considered
Employment led mixed uses (existing/proposed)	Proposed rapid transit route (Metro)	Local landmark	
Core Employment Areas	Railway lines	Canal	
Education (site extension)	Railway stations	Electricity pylon	
Existing & proposed landscaping			
Bordesley Green Local Centre			



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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:

- 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 further 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.

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.

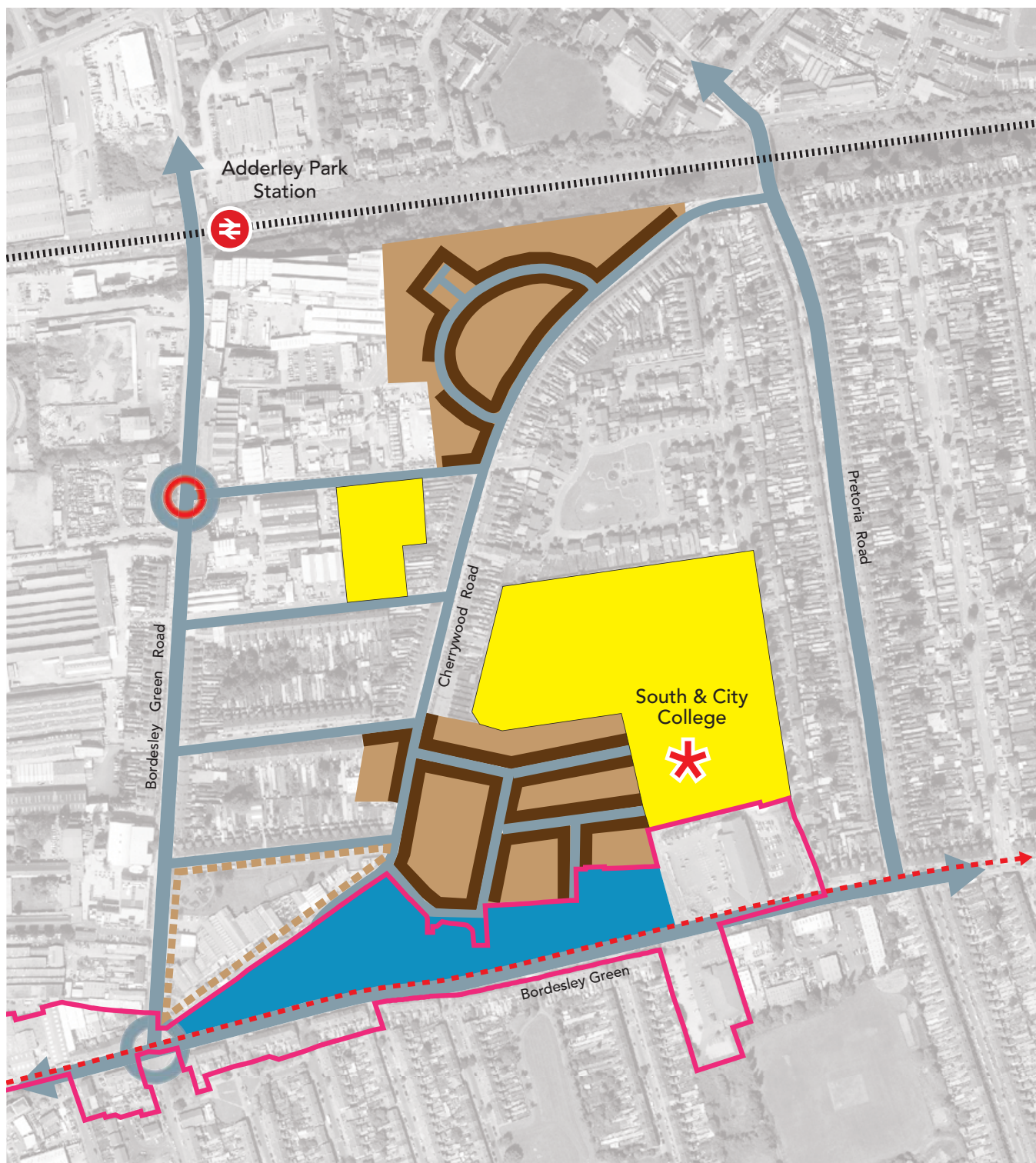
The residential development opportunities arose as part of the 'call for sites' through the review of the Strategic Housing Land Availability Assessment (SHLAA), and Cherrywood Road was therefore identified in the Preferred Options Report as an additional area with key opportunities for change.

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)

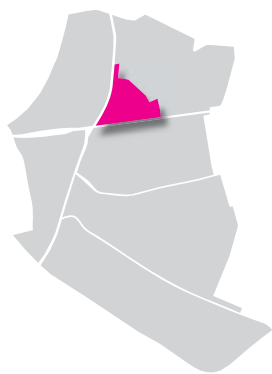
➔ Railway stations



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

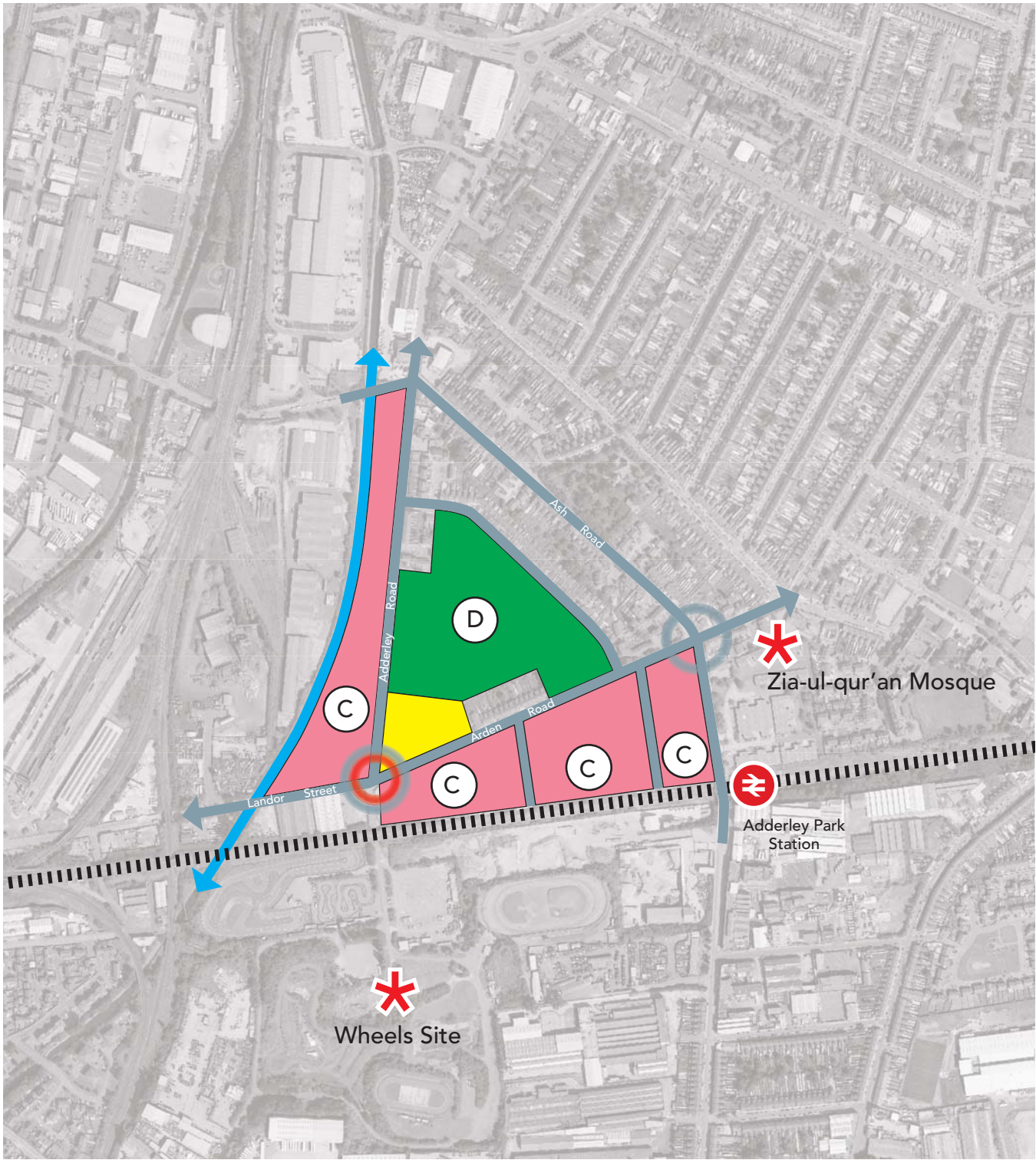
The Options Report presented three options for the purposes of consultation. These comprised a minimum change option, an option that explored residential and community uses and a third option that also supported the change of use of some of the industrial land to education and community use. Each option 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.

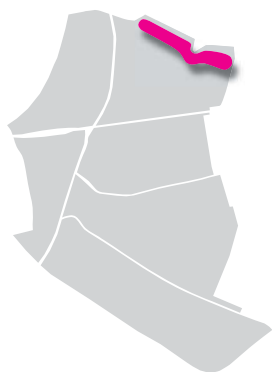


- Key**
- | | | | | | |
|---|--------------------------------------|---|----------------------|---|--|
|  | Education |  | Junction improvement |  | Mixed uses including small office, business and training space |
|  | Improved public open space |  | Principal gateways |  | Improved leisure/recreation 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.

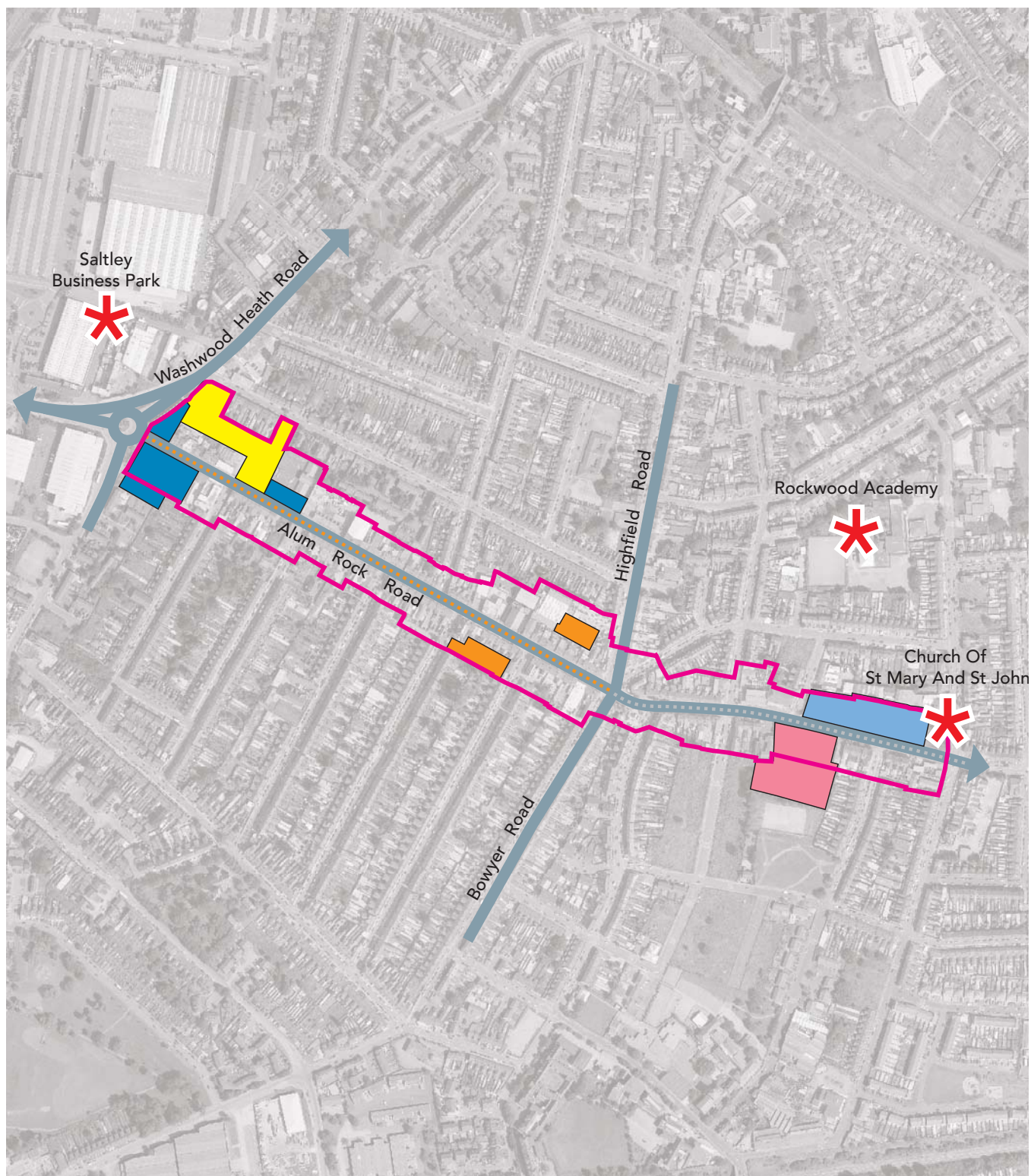
Evolution of the proposal

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.



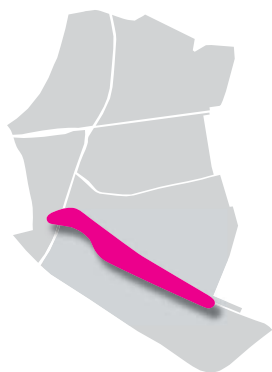
Key

- | | | |
|---|---|---|
| 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.



NORTH

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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.

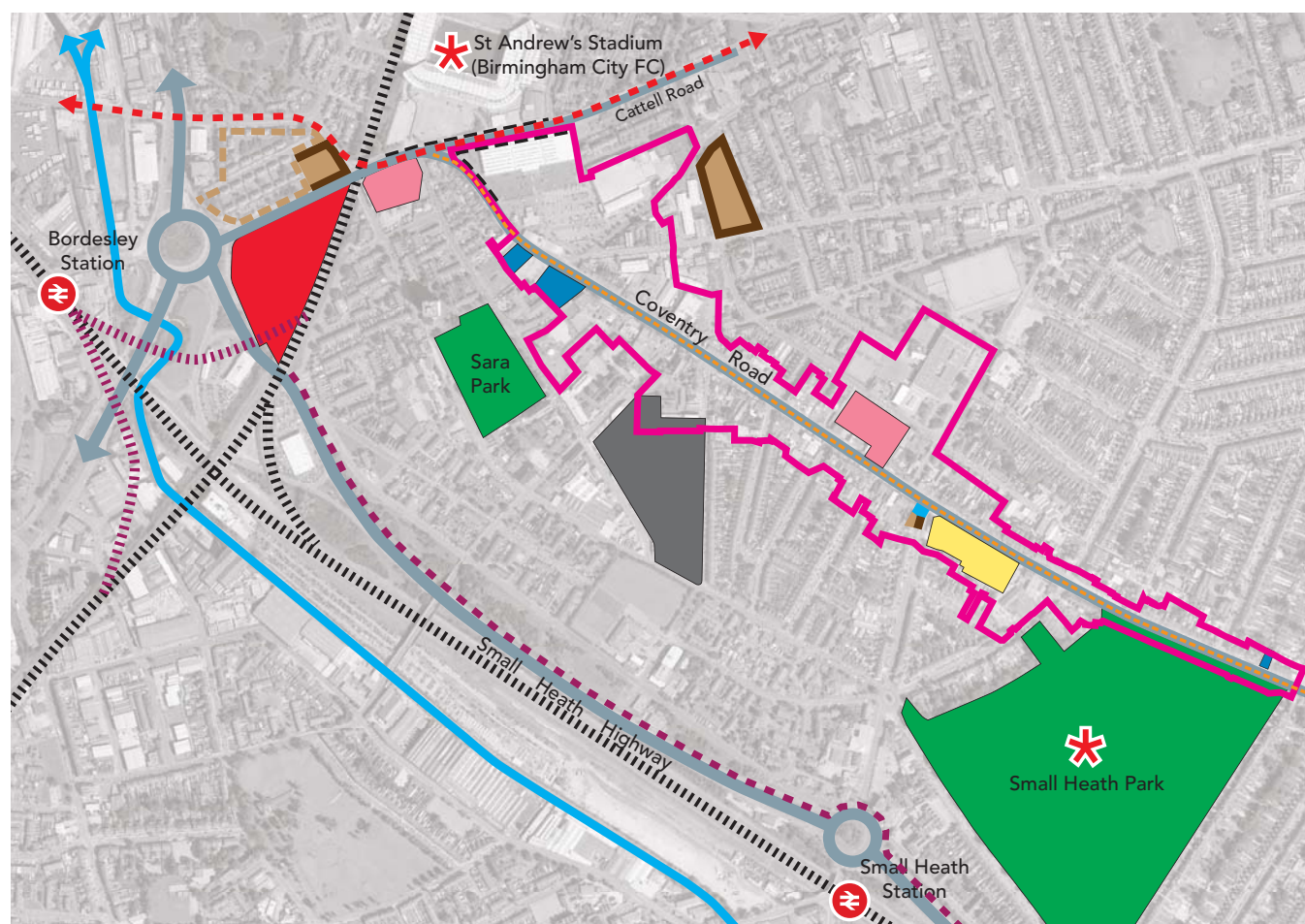
Evolution of the proposal

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

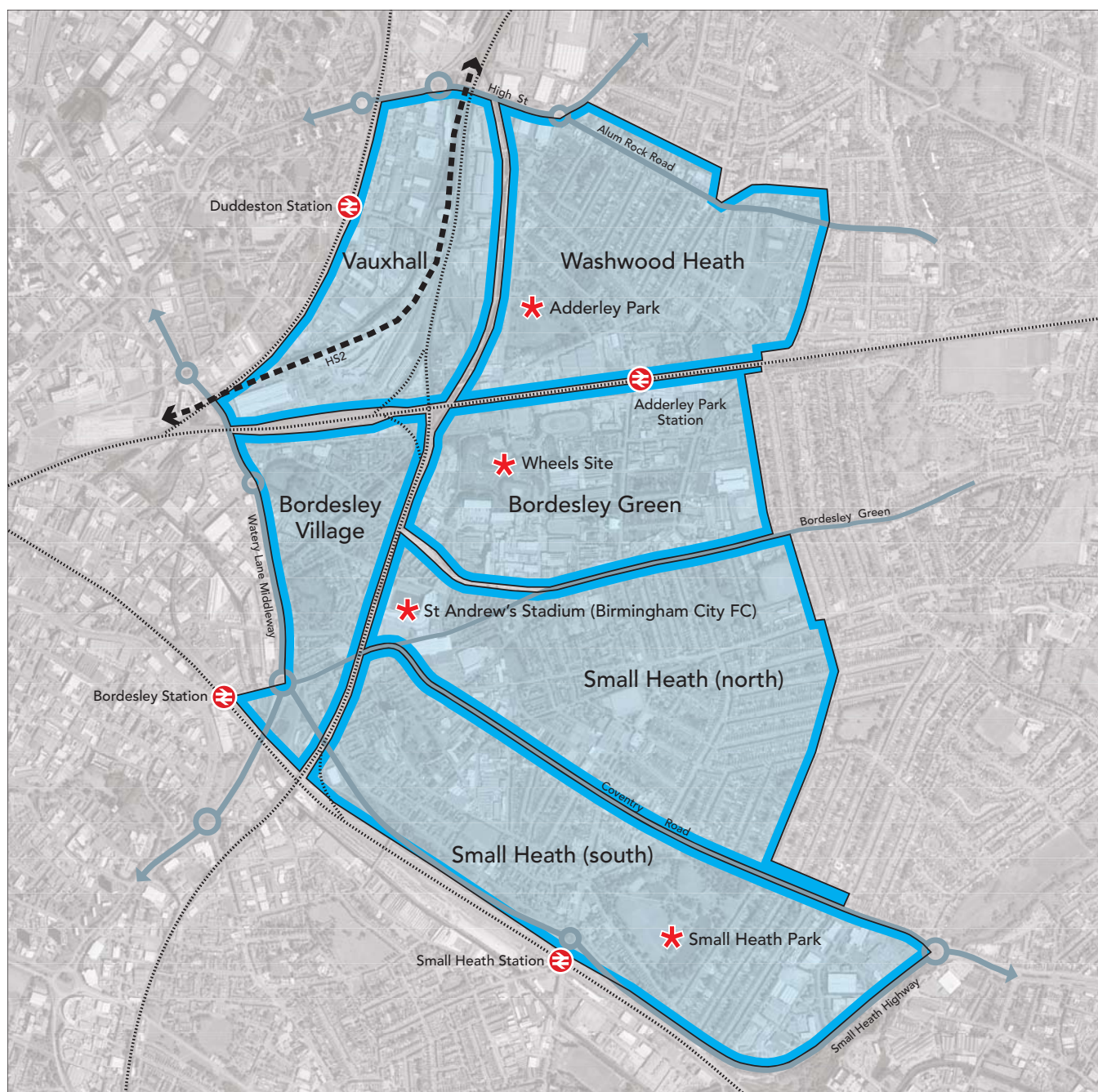
For the purposes of the Area Action Plan the area is split into six neighbourhoods to enable a number of issues and potential opportunities to be considered in more detail.

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.

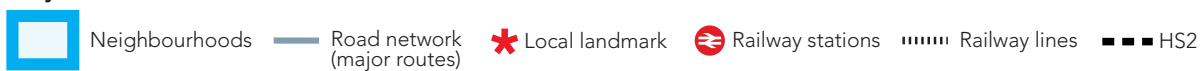
The vision for each neighbourhood, along with the measures required to deliver that vision, has been developed throughout the plan-making process and has been subject to consultation.



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.

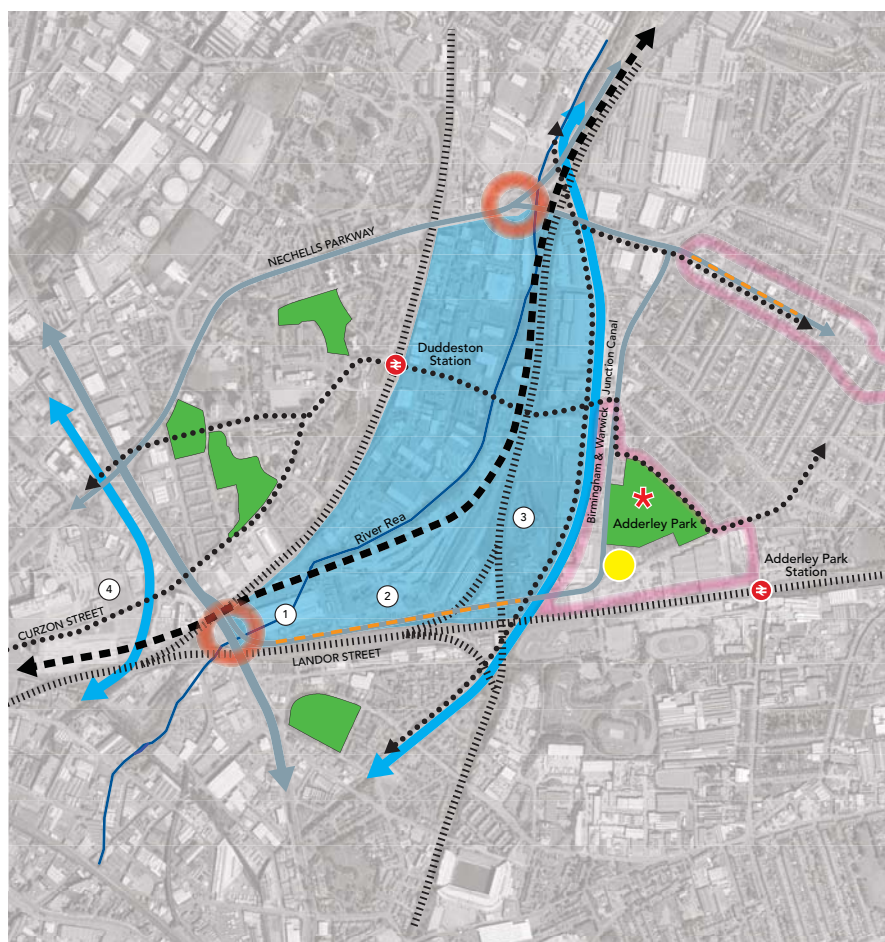
There are, however, issues in the area in terms of the quality of the local environment and public realm, as well as localised traffic congestion. For example businesses in Landor Street generate considerable HGV traffic that can, on occasions, tail back onto the ring road.

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.

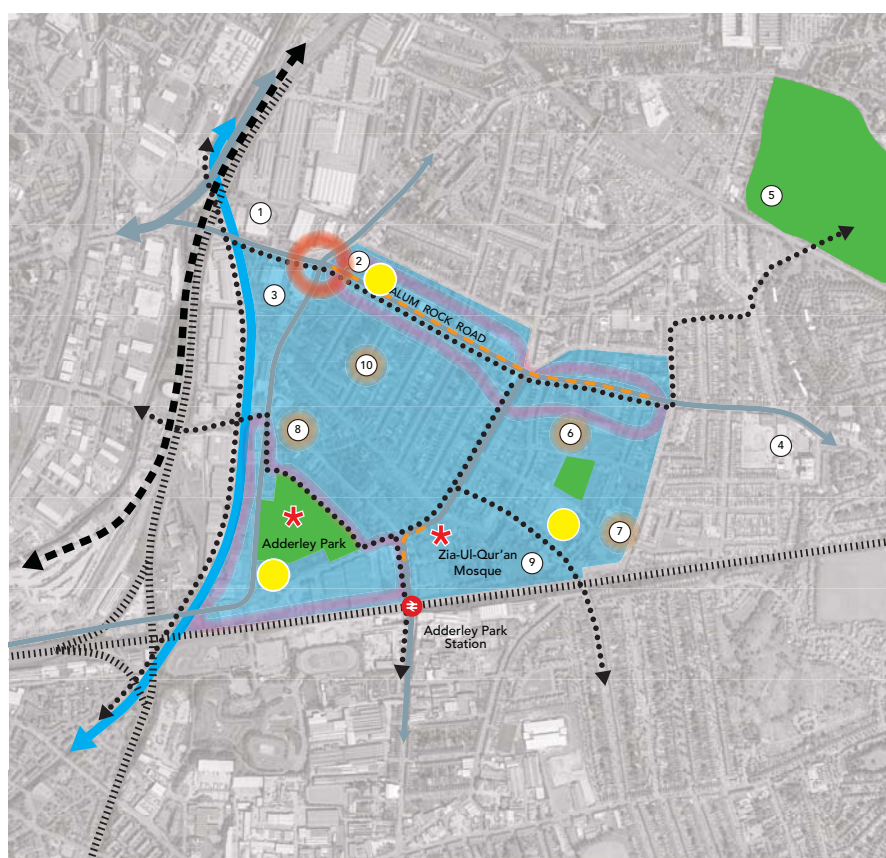
The neighbourhood mainly consists of housing, with retail premises concentrated along the vibrant Alum Rock Road, and a number of industrial clusters at Parkfield Road and Adderley Road/Arden Road. There are a number of prominent buildings within the area such

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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NORTH

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.

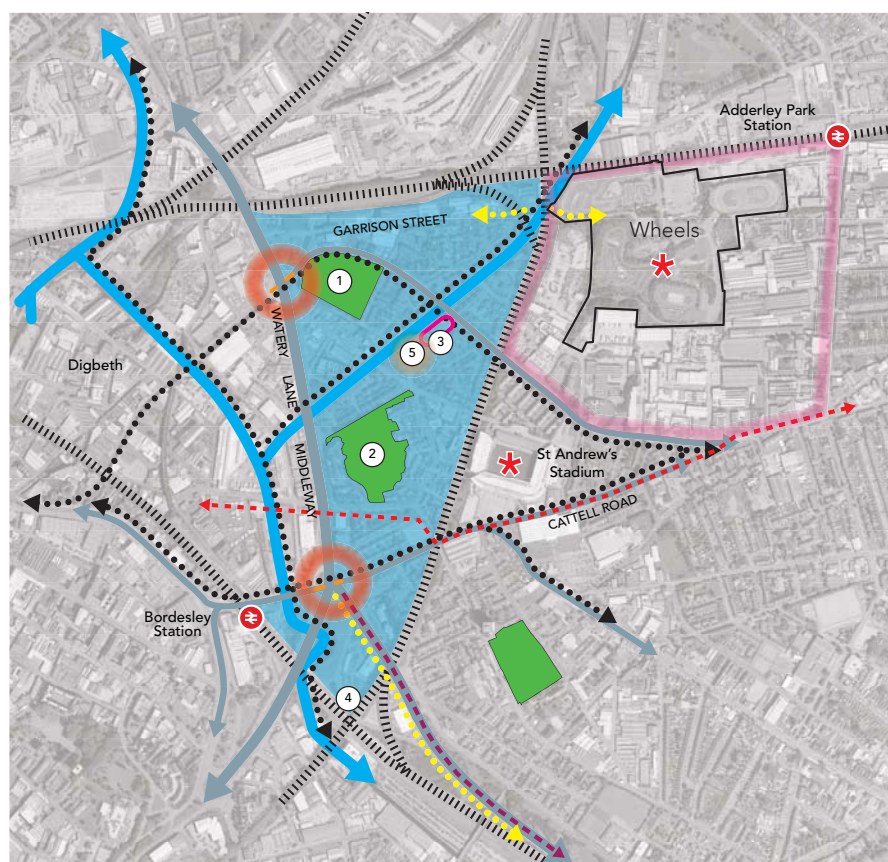
The residential village was developed as part of a significant regeneration scheme in partnership with Bournville Village Trust by the Heartlands Urban Development Corporation. Major investment in the area included the construction of a new community park at Kingston Hill and a new 'village centre' which 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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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.

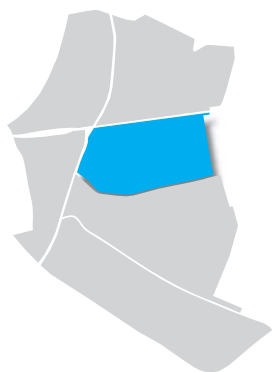
- Improved pedestrian links from the City Centre to the Bordesley Park area through measures to improve pedestrian access across the ring road and junctions. There is also the opportunity to upgrade the canal bridge (locally listed) on Coventry Road to encourage pedestrian movement to and from the City 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

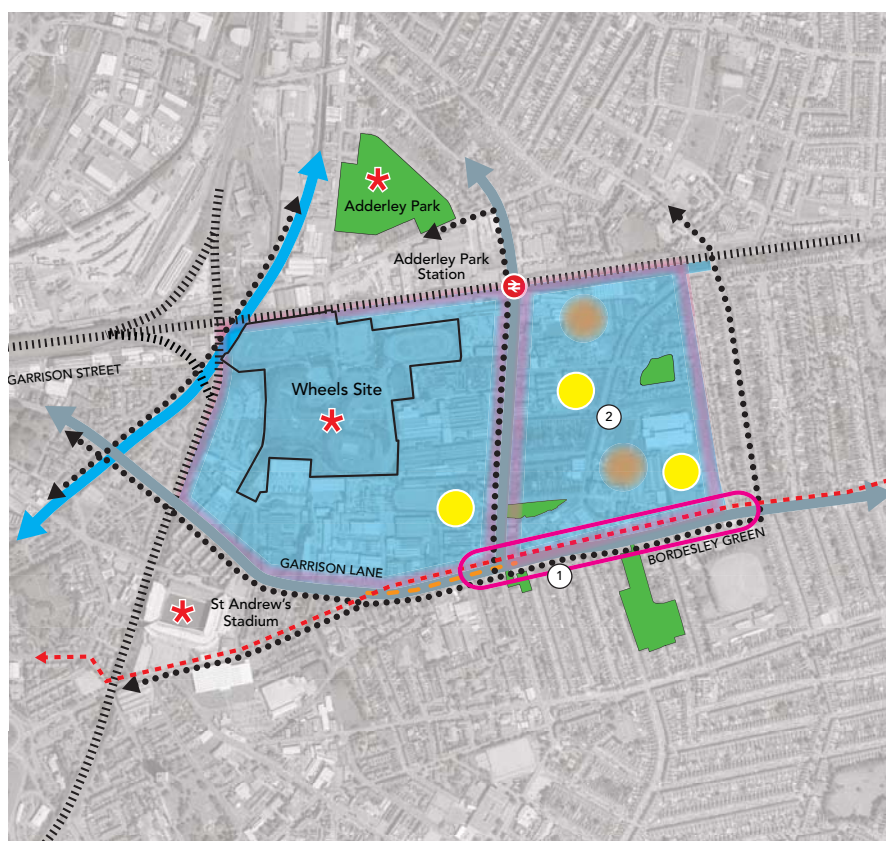
Bordesley Green contains two of the key opportunities for change, the Wheels Site and Environs and Cherrywood Road, which are addressed in the Key Opportunities section.

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
- 1 Bordesley Green local centre
- 2 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.

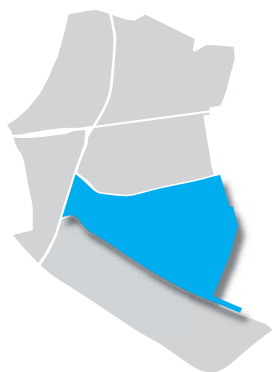
- Working with Transport for West Midlands to promote improvements to rail services, accessibility and the general environment of Adderley Park Railway Station. There is a requirement for an increased service frequency to provide access to wider employment opportunities, for example at the Airport and 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.

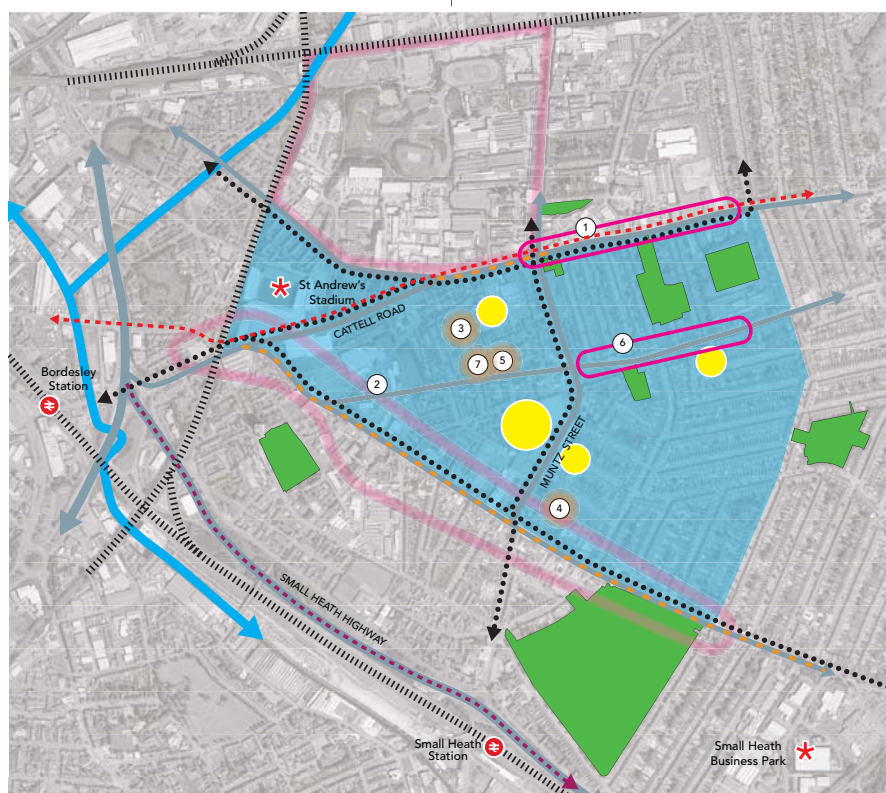
St Andrew's Retail Park is a relatively modern development adjacent to St Andrew's and at the gateway into Coventry Road Local Centre. This comprises a large Morrison's food store and adjacent retail park, with food outlets on the Coventry Road frontage.

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:

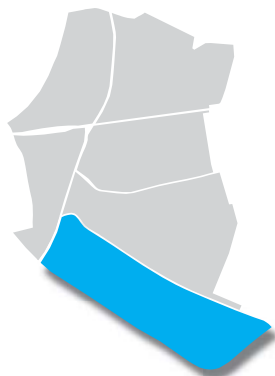
- Improvements to Green Lane local centre.
- Growth of community facilities including education and training uses, and places of worship, to meet the needs of the local community.
- Consider the requirements of local schools in terms of their site area, new facilities and the quality of the surrounding 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.

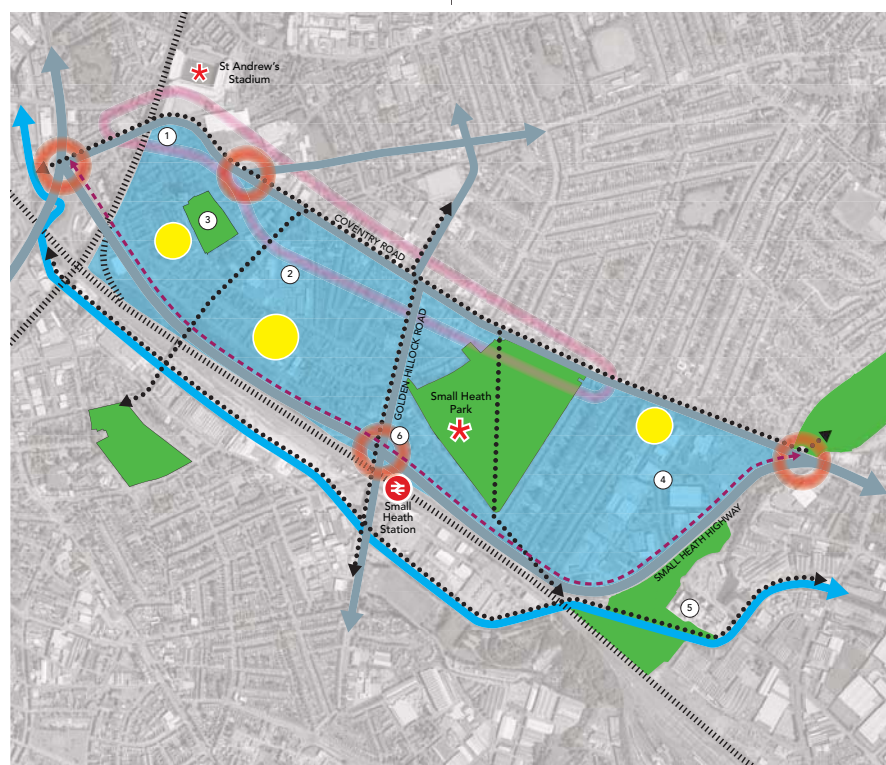
Small Heath Park and Sara Park provide the main areas of open space in the neighbourhood, and both provide a range of facilities (see Key Opportunity 5). The area is also very close to the Cole Valley, the Grand Union Canal and the Ackers, and these areas provide additional recreation opportunities. 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.



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



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Plan 25 Small Heath (south) neighbourhood

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.

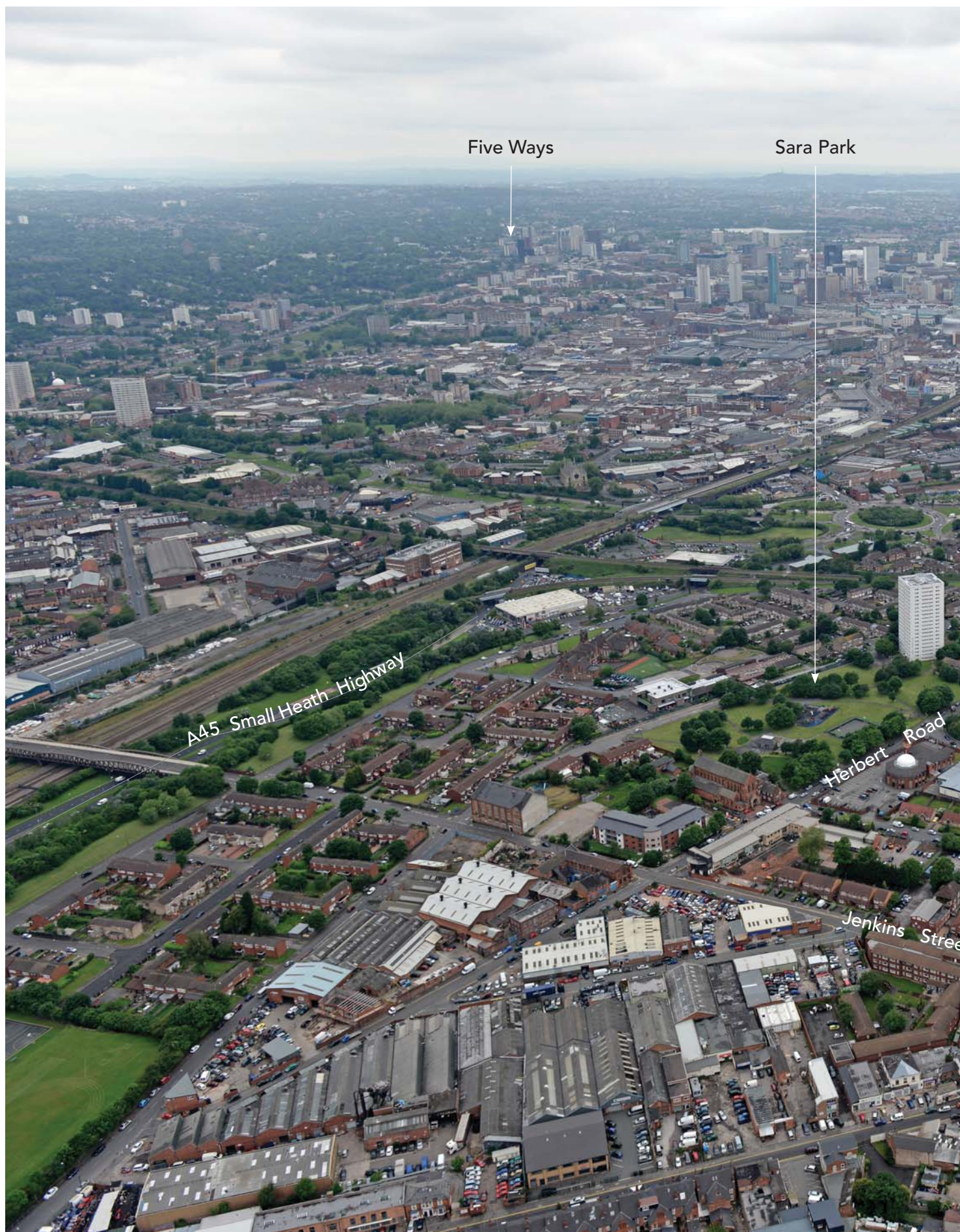
Critical collection dates and timetable

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.

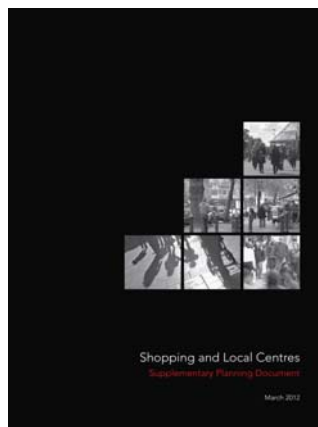
The Birmingham Development Plan 2031



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.

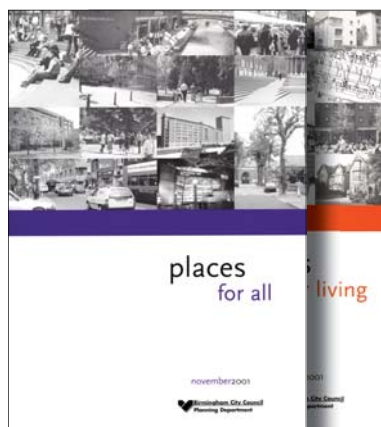
The population of the city is rising and the plan identifies the key locations for housing and economic growth. A number of Growth Areas are identified which will make a significant contribution to this and Bordesley Park is included as Growth Area 7 (GA7) along with proposed levels of housing and employment 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.

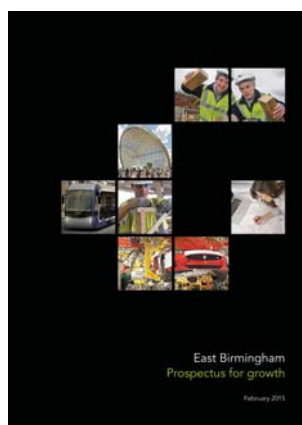
Loss of Industrial Land SPD (2006)



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.

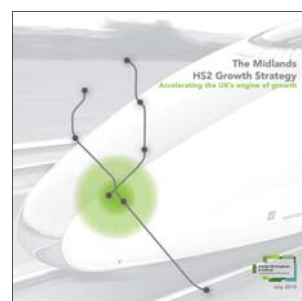
Key aspects of this SPD have been incorporated into the Birmingham Development Plan (PolicyTP19)

The East Birmingham Prospectus for Growth (2015)



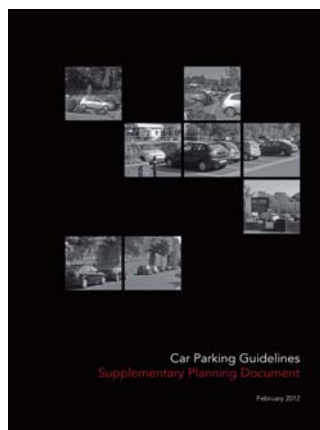
The East Birmingham Prospectus for Growth was published in February 2015 and focuses on the opportunities for growth in East Birmingham given its location between the city centre and UK Central. It identifies opportunities for more than 3.7 million square feet of new employment floor space across a wide 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



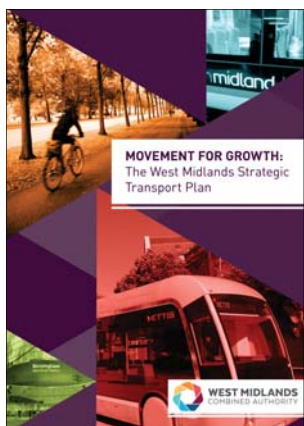
The Mobility Action Plan sets out a vision to create a transport system which puts the user first and delivers the connectivity that people and business require. The aim is to improve people's daily lives by making travel more accessible, more reliable, safer and healthier, and using investment in transport 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 Midland 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.

