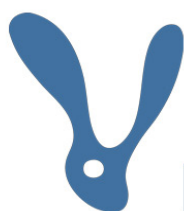


Sustainability Appraisal of the Balsall Heath Neighbourhood Development Plan 2014-2013

SA Report

August 2014



LEPUS CONSULTING

Sustainability Appraisal of the Balsall Heath Neighbourhood Development Plan

Sustainability Appraisal Report

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Abbreviations

BCC	Birmingham City Council
CO₂	Carbon Dioxide
CfSH	Code for Sustainable Homes
GHG	Greenhouse Gases
GI	Green Infrastructure
NDP	Neighbourhood Development Plan
NPPF	National Planning Policy Framework
PPP	Policies, Plans and Programmes
PSA	Primary Shopping Area
SA	Sustainability Appraisal
SEA	Strategic Environmental Assessment
SOA	Super Output Areas

Non-technical summary

What is Sustainability Appraisal?

Lepus Consulting is conducting an integrated Sustainability Appraisal (SA) process for the Balsall Heath Neighbourhood Development Plan (NDP) on behalf of the Balsall Heath Neighbourhood Planning Forum and Birmingham City Council (BCC).

SA is the process of informing and influencing the preparation of the Balsall Heath Neighbourhood Development Plan to maximise the sustainability performance of the plan. The integrated approach is designed to meet the requirements of the Strategic Environmental Assessment (SEA) Directive. This document is known as an SA Report. It includes the requirements of an environmental report in accordance with the SEA Directive. It has been prepared to appraise the draft Balsall Heath NDP.

Purpose and content of the Sustainability Appraisal report

The purpose of this SA Report is to:

- Identify, describe and evaluate the likely significant effects of the NDP and its reasonable alternatives; and
- Provide an effective opportunity for statutory consultees, interested parties and the public to offer views on any aspect of the SA process which has been carried out to date.

The SA Report contains:

- An outline of the contents and main objectives of the NDP and its relationship with other relevant plans, programmes and strategies;
- Relevant aspects of the current state of the environment and key sustainability issues for Balsall Heath;
- The SA Framework of objectives and indicators against which the NDP has been assessed;
- The appraisal of reasonable alternatives for the NDP;
- The likely significant effects of the NDP in sustainability terms;
- The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects which may arise as a result of the Core NDP;
- A description of the measures envisaged concerning monitoring; and
- The next steps for the SA.

The scoping stage

Lepus Consulting prepared a Scoping Report in October 2012. This set out the intended scope and level of detail to be included in the SA Report and included a plan, programme and policy review, an evidence base for the assessment, key issues and environmental challenges to address. It also included an SA Framework of objectives and indicators against which the Neighbourhood Development Plan could be assessed.

The purpose of the Scoping Report is to set the criteria for assessment (including the SA Objectives), and establish the baseline data and other information, including a review of relevant policies, programmes and plans. The scoping process involves an overview of key issues, highlighting areas of potential conflict.

The Scoping Report was published for consultation on 18th October 2012 for a period of five weeks until 22nd November 2012. Drawing on consultation responses an updated SA Framework was created.

Assessment of reasonable alternatives

In the UK, reasonable alternatives are commonly referred to as 'options'. The reasonable alternatives chapter re-iterates the findings of the Options SA Report Lepus Consulting conducted Balsall Heath on the Policy Options document in December 2012. The appraisal was conducted in order to assess the sustainability performance of the options.

There are seven place specific sites as well as a section of options relating to the whole area. Overall there are twenty options. These presented a range of reasonable alternatives for guiding new development in Balsall Heath. The purpose of assessing the different options is to evaluate a number of different approaches to delivering the Neighbourhood Development Plan in the best way to help maximise the principles of sustainable development.

The assessment showed the majority of the Neighbourhood Development Plan policy options positively support the aspirations of the SA objectives. Where adverse effects were found, they were often within the 'do nothing' option, due to the potential for negative behaviours or impacts to continue unabated. Following the Options SA Report Balsall Heath Neighbourhood Planning Forum and Birmingham City Council selected a number of the policy options to take forwards as preferred options. The SA process, as well as other factors influenced the selection.

Assessing the draft Neighbourhood Development Plan

Balsall Heath NDP contains seven area wide policies and 13 place specific policies. Overall there are 20 policies. The assessment of the Balsall Heath Neighbourhood Development Plan was undertaken using a combination of empirical evidence, and to a lesser extent, expert judgement. The findings are presented in matrix format and are accompanied by a commentary on identified effects. The matrix is not a conclusive tool. Its main function is to show visually whether or not the proposed options are likely to bring positive, adverse or uncertain effects in relation to the SA Objectives. The commentary is then used to interpret the matrix findings.

The established likely positive significant effects are presented in **Table N1**. Some have been associated with uncertain sustainability performance, meaning they could be either positive, negative or possibly both depending on the range of receptors that may be affected. **Table N2** provides summary details of some potentially significant negative effects. In the case of any potential negative effects, recommendations are made in terms of mitigation and monitoring.

Table N1: Potential positive sustainability effects of the Balsall Heath Neighbourhood Development Plan

Potential positive sustainability effects of the Neighbourhood Plan	
Accessibility and transportation	Aims to create a safe and pleasant pedestrian network; Promotes improvements to transport networks and infrastructure, sustainable travel through access to rail and provides new and improves existing pedestrian and cycle routes; Aims to reduce traffic congestion and improve the ease of transport through Balsall Heath.
Air quality	Improved accessibility for walking and cycling, coupled with the endorsement of sustainable modes of transport will enhance the air quality of the area.
Biodiversity and geodiversity	Aims to protect existing green infrastructure and promote the development of new green infrastructure; Ensures that no development imposes unacceptable environmental impacts.
Climate change	Focuses on promoting sustainable transport and reducing the area's carbon footprint; Supports the protection and enhancement of GI which contributes to a reduction in Balsall Heath's emissions.
Economic factors	Supports employment by encouraging economic development and training; Aims to strengthen the retail, office and entertainment roles of the local centres.
Health	Health and wellbeing is supported by the encouragement of non-car use and healthier modes of travel; Encourages development of community health facilities and sporting and other leisure facilities; New houses will be built to overlook the park and provide natural surveillance.
Historic environment and townscape	Aims to engage imaginative conservation and use of heritage assets, particularly the listed buildings in the Moseley Road centre; New buildings throughout the centre are required to respect the characteristics of historic buildings.
Housing	Ensures all groups have access to decent, appropriate and affordable housing.
Material assets	Requires all new buildings to be designed to high energy standards, such as the Code for Sustainable Homes; Focuses on 'orphan spaces' and brings them back into productive use.
Population and quality of life	Enhancements to the area's GI network and woodland will be a key contributor to overall quality of life; Considers the interests of disabled people and other minority groups in line with the Equalities Act 2010; Advocates strengthening local services such as the library, public baths, police station, the health centre, faith buildings and education/training opportunities; Supports the development of workspaces and adult learning; Provides an additional amenity space for youths in the form of a youth centre.
Water and soil	Ensures that development addresses any existing and potential issues of air, water and land pollution.

Table N2: Potential negative sustainability effects of the Balsall Heath Neighbourhood Development Plan

Potential negative sustainability effects of the Neighbourhood Plan and areas for improvement
Accessibility and transportation
The provision of additional parking facilities could encourage people to drive.
Air quality
Car transport has the potential to affect air quality within Balsall Heath. If a modal shift in transportation does not occur, air quality could deteriorate.
Biodiversity
Synergistically leads to a loss of biodiversity through development on parks, open and green space.
Climate change
Car transport has the potential to affect air quality within Balsall Heath. If a modal shift in transportation does not occur, emissions will be affected; The proposal to use areas of parks for alternative uses reduces the amount of GI available to undertake climate change adaptation services; Suggests building a residential development in a fluvial flood-warning zone.
Health
The proposed location of the rail station means it could potentially displace the sports arena currently located in this area.

Mitigation

In cases where potentially adverse effects have been identified through uncertainty, mitigation suggestions have been cited in **Chapter 8**. Mitigation should be considered as part of a sequential hierarchy to deal with adverse effects: avoid, reduce, and then mitigate. Mitigation prescriptions might include changes to policy wording, advocating design guides, offsetting biodiversity effects or provision of new supporting green infrastructure. In the case of this SA Report, mitigation has been supplied to help address potential negative effects associated with classifications of uncertainty in the assessment process so that, if possible, no residual affects remain.

Recommendations

Whilst the NDP brings a range of positive sustainability effects, a number of recommendations have been proposed to help further improve its sustainability performance when implemented. These are presented in **Chapter 9**.

Monitoring

Chapter 10 of the SA Report explains why there should be a monitoring programme for measuring the NDPs implementation in relation to the areas where the SA has identified significant effects, and where opportunities for an improvement in sustainability performance may arise. Monitoring for the SA could be carried out in conjunction with other monitoring processes.

Conclusions

Having appraised the draft Neighbourhood Plan, the process has identified several positive and a smaller number of negative effects. Through applying a suite of mitigation measures, it is possible to ensure that residual significant adverse effects are overcome. These measures have been presented in **Chapter 8**. Recommendations for dealing with uncertainty in the assessment process are presented in **Chapter 9**.

Next Steps

Following consultation, the Balsall Heath Neighbourhood Planning Forum will review and amend the draft Neighbourhood Development Plan as they see fit to create the Balsall Heath Neighbourhood Development Plan. The SA process will also assess any further changes. Once the NDP is ready for adoption, a post adoption SA Statement will be prepared.

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1 Introduction

1.1 Background

- 1.1.1 This SA Report has been prepared by Lepus Consulting on behalf of Birmingham City Council as part of the Sustainability Appraisal (SA) process for the Balsall Heath Neighbourhood Development Plan (NDP).
- 1.1.2 Encompassing the latest stage of the SA, this document sets out an assessment of the policies currently proposed to guide growth and regeneration within Balsall Heath. Where appropriate it also sets out a number of recommendations which are intended to strengthen the on-going evolution of the Balsall Heath Neighbourhood Development Plan.
- 1.1.3 SA is the process of informing and influencing the development of the NDP to maximise the sustainability value of the plan. Due to this, the report should be read alongside the Balsall Heath NDP. SA is integrated with the Strategic Environmental Assessment (SEA) process so that the requirements of both assessment processes are prepared simultaneously.

1.2 The SA Process

- 1.2.1 The purpose of this SA Report is to evaluate the policies proposed by the Balsall Heath NDP. Through providing this input, it is anticipated that this report will inform and influence the on-going development of the NDP.
- 1.2.2 This SA Report should be read alongside the Balsall Heath NDP to provide sustainability context. This SA Report will include the requisite SEA content so that the SA Report represents an Environmental Report under the requirements of the SEA Directive.
- 1.2.3 This SA Report is structured in order to incorporate all of the requirements of the SEA Directive; these include assessment of in-combination effects, mitigation recommendations and discussion of the reasonable alternatives. The beginning of this document introduces the process and re-iterates the topics and findings of the scoping report and options (or reasonable alternatives) report, before discusses the methodology being used to assess the NDP policies. The general structure is as follows:

Chapter 4 sets out the appraisal process and outlines the policies to be assessed;

Chapter 5 discusses the appraisal findings with 5 relating to the assessment of the area-wide policies;

Chapter 6 focuses on the appraisal of the place specific policies and proposals;

Chapter 7 identifies and discusses any in-combination effects;

Chapters 8 and 9 reiterate the significant effects of the policies before recommending mitigation;

Chapter 10 is concerned with the monitoring process;

Finally **Chapter 11** concludes the report and explains the next steps.

1.3 The Neighbourhood Development Plan

- 1.3.1 Under the Localism Act 2011 local communities are able to prepare Neighbourhood Development Plans (NDP) for their area. NDPs represent more detailed and locally specific development plans that guide spatial planning and decisions relating to development proposals in an area.
- 1.3.2 The Balsall Heath NDP will set out detailed policies and proposals which will guide and direct future land use within Balsall Heath. The NDP will conform to policies and proposals laid out within higher tier plans comprising currently the Birmingham Plan (UDP), the emerging Birmingham Development Plan (Core Strategy) and other Supplementary Planning Document (SPDs) relevant to Birmingham.
- 1.3.3 The NDP will follow the procedures and requirements laid down in the Localism Act, The Neighbourhood Planning (General) Regulations 2012, and The Neighbourhood Planning (Referendums) Regulations 2012.
- 1.3.4 Overall the Balsall Heath NDP will reflect the wishes, needs, and aspirations of the local community. This will be achieved through consultation and final referendum.
- 1.3.5 The aims of the Neighbourhood Development Plan are as follows:
- To promote a sustainable and healthy community in Balsall Heath which satisfies the social and economic needs of the population while protecting and enhancing the environment (Objective 3 and SP1/3/4);
 - To create a 'heart' for the community in the form of a physical focus for community activities and social interaction (SP3/17/19/21);
 - To protect and enhance the range of commercial and social uses within the local centres of Moseley Road and Ladypool Road (SP19/20/21);
 - To enhance the range and quality of housing in the area to better match the needs of local families and their right to decent housing (SP2/26/27);
 - To promote the capacities of the area to provide suitable local jobs and training opportunities while contributing to the economic well-being of the city and wider area (SP1/3/16/52);
 - To enhance the physical environment of the area in terms of the effective and healthy use of green infrastructure, open space, the quality of the street scene and the reduction of pollution (SP5/6/11/45/46/48/53/54);
 - To conserve and effectively utilise the heritage assets of the area, especially the listed buildings in Moseley Road local centre (SP3, SP50);
 - To improve the connectivity of the area in terms of the movement of people and goods and the availability of digital communication (SP33/34/35/36/37/41);

- To reduce car dependency and promote walking, cycling and public transport (SP35);
- To improve the availability of renewable energy and sustainable waste management facilities (SP5/8/9/42/44); and
- To provide a framework within which the Neighbourhood Forum and its partners can work together to achieve the above aims.

1.4 The Balsall Heath Area

1.4.1 The Balsall Heath NDP area is located within the Sparkbrook Ward in the Hall Green district of Birmingham (see **Figure 1.1**). It is located approximately two kilometres to the south east of Birmingham city centre. The Belgrave Middleway (A4540) and Highgate Road border the plan area to the north. It is bordered to the west by the Pershore Road (A441) and to the east by Stoney Lane. The southern boundary of the Balsall Heath NDP skirts the Edgbaston Cricket Ground.

1.4.2 The population of Balsall Heath is approximately 15,000. It comprises a large proportion of multicultural and ethnic communities with a range of health needs. Balsall Heath has been identified as a one of 31 priority neighbourhood with a range of health needs and areas of high deprivation. Despite pockets of high deprivation there are a number of vibrant centres that help support the local economy and support local distinctiveness and identity.

1.5 Integrating Sustainability Appraisal and Strategic Environmental Assessment

1.5.1 The SEA Directive 2001/42/EC or 'SEA Directive' applies to a wide range of public plans and programmes on land use, energy, waste, agriculture, transport etc. (see Article 3(2) of the Directive for other plan or programme types). The SEA procedure can be summarised as follows: an environmental report is prepared in which the likely significant effects on the environment and the reasonable alternatives of the proposed plan or programme are identified. The public and the environmental authorities are informed and consulted on the draft plan or programme and the environmental report prepared. Further details on methodology are explained in **Chapter 4**.

1.5.2 The Directive has been transposed into English law by the Environmental Assessment of Plans and Programmes Regulations 2004 (the SEA Regulations, SI no. 1633).

1.5.3 Sustainability Appraisal is a UK-specific procedure used to appraise the impacts and effects of development plans in the UK. It is required by S19 (5) of the Planning and Compulsory Purchase Act 2004 and should be an appraisal of the economic, social and environmental sustainability of development plans. The present statutory requirement for SA lays in The Town and Country Planning (Local Planning) (England) Regulations 2012.

- 1.5.4 There is no legal requirement for a neighbourhood plan to have a Sustainability Appraisal as set out in Section 19 of the Planning and Compulsory Purchase Act 2004. However, a Sustainability Appraisal is a useful approach for demonstrating how a plan will contribute to achieving sustainable development¹.

¹ Planning Practice Guidance, (2014), Strategic environmental assessment and sustainability appraisal, <http://planningguidance.planningportal.gov.uk/blog/guidance/strategic-environmental-assessment-and-sustainability-appraisal/sustainability-appraisal-requirements-for-neighbourhood-plans/> accessed 12/08/14

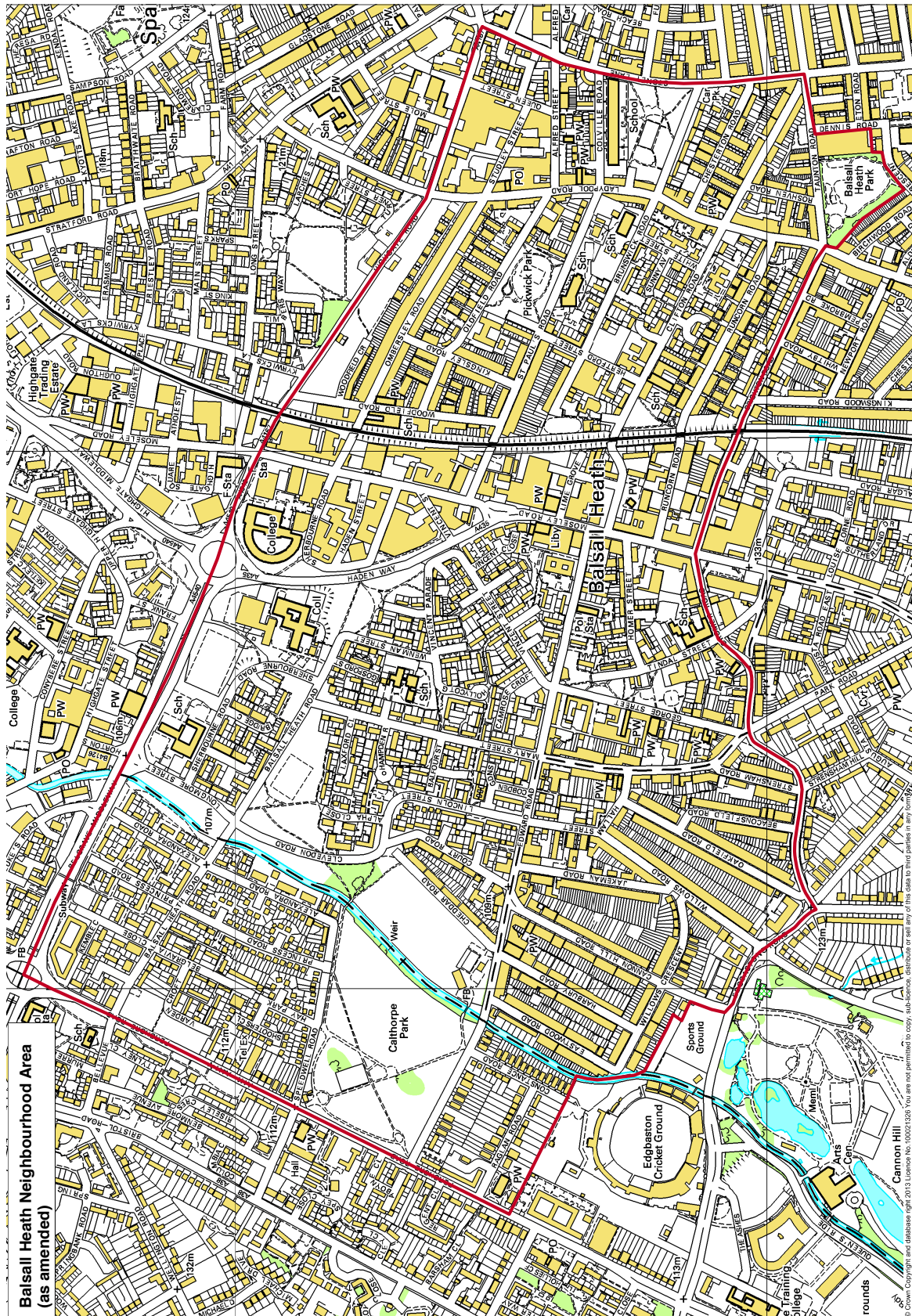


Figure 1.1: Balsall Heath NDP (BCC 2013)

1.5.5 SEA is a systematic process for evaluating the environmental consequences of proposed plans or programmes to ensure environmental issues are fully integrated and addressed at the earliest appropriate stage of decision-making. Government policy recommends that both SA and SEA be undertaken under a single sustainability appraisal process, which incorporates the requirements of the SEA Directive. This is to be achieved through integrating the requirements of SEA into the SA process.

1.6 Best Practice Guidance

1.6.1 The approach for carrying out the SA of the Balsall Heath NDP is based on current best practice and the following guidance:

- Office of the Deputy Prime Minister (September 2005): A Practical Guide to the SEA Directive;
- Planning Advisory Service (December 2007): Local Development Frameworks Guidance on Sustainability Appraisal;
- Department for Communities and Local Government (DCLG; September 2009): DCLG Plan Making Manual: Sustainability Appraisal; and
- The National Planning Practice Guidance website www.nppg.gov.uk

1.6.2 The DCLG Plan Making Manual replaces the previous SA guidance for Local Development Frameworks (Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents). The Manual accompanies the revised Planning Policy Statement 12 and brings together council experience, advice and guidance in developing sustainability appraisals for local development frameworks.

1.6.3 The Manual is web-based, and can be accessed by following the link: <http://www.pas.gov.uk/pas/core/page.do?pagelId=152450>.

1.7 The Neighbourhood Development Plan Policies

1.7.1 The final NDP policies are presented in **Table 1.1**. These have been reproduced from the Balsall Heath Neighbourhood Development Plan 2014 - 2031 (Submission Document), January 2014.

Table 1.1: List of Policies to be appraised

Area-wide Policies
Policy BH1: A Sustainable Community
Policy BH2: Conservation, Design of the Built Environment
Policy BH3: Community Infrastructure and Shopping and Local Centres
General Policies with relevance to individual locations
Policy BH4: Environment and Open/Green Space
Policy BH5: Parks

Policy BH6: Connectivity and Movement
Policy BH7: Marking Significant Places and Spaces
Place Specific Policies and Proposals
Policy BH8: Land-Uses within the Balsall Heath Centre
Policy BH9: Historic Buildings and Design Standards in Balsall Heath Centre
Policy BH10: Street Scene and a “Town Square”
Policy BH11: Improving the ‘Old’ Moseley Road
Policy BH12: Land-Uses within the Ladypool Road Centre
Policy BH13: The ‘Street Scene’ in Ladypool Road
Policy BH14: The ‘Street Scene’ in Stoney Lane
Policy BH15: Regeneration of the former College Site
Policy BH16: New Housing on Highgate Road
Policy BH17: Balsall Heath Railway Station
Policy BH18: Renaturalising the River Rea
Policy BH19: New Allotments
Policy BH20: Youth Centres

1.7.2 There are also a number of projects included in the Submission Document. The projects provide practical contextual information about the policies. In this respect they have not been assessed by the SA since this would lead to duplication of appraisal.

Projects
Project 1: Redgra Pitch, Balsall Heath Road
Project 2: Balsall Heath Park
Project 3: Sparkgreen Park
Project 4: Home Zone around George Street Park
Project 5: Home Zone around Severn Streets Park
Project 6: Home Zone around Pickwick Park
Project 7: Cycle Route between Stoney Lane and Pershore Road
Project 8: Creation of a ‘Town Square’ for Balsall Heath at the Junction of Moseley Road and Haden Way.

Project 9: "The Hub" Development
Project 10: New Square and Car Park at junction of Ladypool Road and Highgate Road
Project 11: Balsall Heath Railway Station
Project 12: Renaturalising the River Rea
Project 13: New Allotments between the River Rea and Clevedon Road / Longmore Street

2 Scoping

2.1 Introduction

2.1.1 The first phase of preparation for the SA was the scoping stage. Scoping is the process of deciding the scope and level of detail of an SA, including the sustainability effects and alternatives to be considered, the assessment methods to be used, and the structure and contents of the SA Report.

2.1.2 The purpose of the Scoping Report is to set the criteria for assessment (including the SA Objectives), and establish the baseline data and other information, including a review of relevant policies, programmes and plans. The scoping process involves an overview of key issues, highlighting areas of potential conflict.

2.1.3 The Scoping Report covers the early stages of the SA Process and includes information about:

- Identifying other relevant policies, plans and programmes, and sustainability objectives;
- Collecting baseline information;
- Identifying sustainability issues and problems; and
- Developing the SA Framework.

2.1.4 The Scoping Report was published for consultation on 18th October 2012² for a period of at least five weeks until 22nd November 2012.

2.2 Policy, plan and programme review

2.2.1 A plan or programme may be influenced in various ways by other plans or programmes, or by external environmental protection objectives such as those laid down in policies or legislation. The SA process takes advantage of potential synergies and addresses any inconsistencies and constraints.

2.2.2 The Scoping Report presented an analysis of the objectives of the key policies, plans and programmes (including legislation) that are relevant to the NPD and the SA/SEA assessment process. These were presented by their geographic relevance, from international to local level.

² The statutory consultees, or 'Consultation Authorities' for SA comprise English Heritage, Environment Agency and Natural England.

2.3 Baseline Data and Information

- 2.3.1 A key part of the scoping process is the collection of baseline data. The purpose of this exercise is to help identify key issues and opportunities facing the area which might be addressed by the NPD, and to provide an evidence base for the assessment.
- 2.3.2 The baseline section in the Scoping Report provided a review of social, economic and environmental conditions within Balsall Heath. One of the purposes of consultation on the Scoping Report was to seek views on whether the data selected was appropriate.

2.4 The Sustainability Appraisal Framework

- 2.4.1 The purpose of the SA Framework is to provide a way of ensuring that the DPD considers the sustainability needs of Balsall Heath in terms of its social, environmental and economic effects. It also enables the sustainability effects of the DPD to be described, analysed and compared.
- 2.4.2 The SA Framework consists of sustainability objectives that, where practicable, can be expressed in the form of targets, the achievement of which is measurable using indicators. There is no statutory basis for setting objectives but they are a recognised way of considering the sustainability effects of a plan and comparing alternatives. The SA Objectives provide the basis from which effects of the DPD can be tested.
- 2.4.3 The SA Objectives have been developed through the PPP review, the baseline data collection and the key issues identified for Balsall Heath. Alongside, the SEA topics identified in Annex I (f) of the SEA Directive³ were one of the key determinants when considering which SA Objectives should be used for appraisal purposes. The SA Objectives seek to reflect each of these influences to ensure the assessment process is robust and thorough.
- 2.4.4 The SA Objectives included within the SA Framework are set out in **Table 2.1**.

³ Biodiversity flora and fauna; Population; Human health; Soil; Water; Air; Climatic factors; Material assets; Cultural heritage (including architectural and archaeological heritage); and Landscape

Table 2.1: SA Framework

SA Objective		Sustainability theme
1	Protect, enhance and manage biodiversity and geodiversity.	Biodiversity and geodiversity.
2	Improve air, water and soil qualities through reducing pollution both diffuse and point source.	Air, water and soil.
3	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes and by promoting policies that reduce the need to travel.	Accessibility and transport.
4	Promote and support climate change mitigation through reducing Birmingham's greenhouse gas emissions from all sources.	Climate change, accessibility and transport.
5	Adapt to the anticipated levels of climate change.	Climate change.
6	Protect and conserve natural resources.	Material assets, air, water and soil.
7	Protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural heritage importance, their setting and significance.	Historic environment and townscape.
8	Protect, enhance and manage the character and appearance of the townscape, maintaining and strengthening local distinctiveness and sense of place.	Historic environment and townscape.
9	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal.	Material assets.
10	Safeguard and improve community health, safety and wellbeing.	Health, population and quality of life.
11	Provide affordable, environmentally sound and good quality housing for all.	Housing, population and quality of life.
12	Reduce poverty and social exclusion and close the gap between the most deprived areas in Balsall Heath and the rest of the ward.	Quality of life, housing.
13	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities.	Economic factors and quality of life.

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3 Reasonable Alternatives

3.1 Introduction

3.1.1 This chapter re-iterates the findings of the Options SA Report Lepus Consulting conducted on the Balsall Heath Neighbourhood Development Plan Options document (December 2012). The appraisal was conducted in order to assess the sustainability performance of the options.

3.1.2 Within the Reasonable Alternatives there are seven place specific sites as well as a section of options relating to the whole area. Overall there are twenty options. These are shown in **Table 3.1**.

3.2 Issues, Options and Reasonable Alternatives

3.2.1 The Strategic Environmental Assessment Directive requires that the SA process considers:

‘Reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme’ and give ‘an outline of the reasons for selecting the alternatives dealt with’ (Article 5.1 and Annex I (h)).

3.2.2 In the UK, reasonable alternatives are commonly referred to as ‘options’. A number of alternative options were proposed. These presented a range of reasonable alternatives for guiding new development in Balsall Heath. This chapter only summarises the findings of the Options SA Report, for full analysis please see the original report.

3.2.3 This Sustainability Appraisal was prepared to accompany the assessment of the Balsall Heath Neighbourhood Plan: Reasonable Alternatives. . The Options SA Report should be read alongside this report to provide sustainability context.

3.2.4 The assessment of the Balsall Heath NDP options was undertaken using an assessment technique which is further explained in **Chapter 4**. The full table of assessment findings are presented as a matrix in **Appendix A**. This chapter only re-iterates the main findings, the full commentary on the identified effects to accompany this matrix can be found within the Options SA Report. Broadly speaking the majority of policy proposals will deliver positive effects across the neighbourhood (see **Appendix A**).

Table 3.1: Reasonable alternatives

Place Specific Options
Former JCC site
1. Do nothing;
2. Implement bulky goods consent;
3. Housing option;
4. Housing-led option and associated mixed use development;
5. Mixed use, including convenience retail (degree of housing along Balsall Heath Road);
6. Mixed use, including employment and hotel;
7. Mixed use, including leisure and horticulture (market garden);

8. Education (new secondary school).
Highgate Road
9. Do nothing;
10. Housing-led option;
11. Offices and employment;
12. Mixed use to include residential and possibly employment and retail.
Moseley Road Neighbourhood Centre (town square)
13. Do nothing;
14. Create square or similar public space;
15. Pursue heritage-led transformation of the area to galvanise existing strong conservation features. Transform to support employment led activities. Might need HLF support.
Balsall Heath Railway Station
16. Do nothing;
17. New railway station (at a number of locations in the plan area).
Calthorpe Park
18. Do nothing;
19. Environmental enhancement to strengthen role as a core part of local green infrastructure with increased tree cover and pollination sites.
River Rea
20. Do nothing;
21. Re-grade.
Old Moseley Road
22. Do nothing;
23. Environmental enhancement.
Area-Wide Options
Sustainable Neighbourhood – future proofing
24. Higher code standards than default level (Code for Sustainable Homes) for new build properties;
25. Micro-electricity generation including water/ wind/ PVC's;
26. No net loss of open space;
27. New allotments alongside the River Rea west of Clevedon Road and Longmore Street.

3.3 Identification of the Preferred Option

3.3.1 The following recommendations were made to help with the next stages of plan making:

1. Birmingham City Council should seek to avoid those options which have been identified to cause adverse effects within the neighbourhood;
2. Where options with adverse effects are carried through to the next stage, Birmingham City Council should seek to minimise the affects of the adverse effects;
3. Birmingham City Council should seek to clarify those policy options where the SA process has not been able to accurately appraise the potential effects.

3.3.2 Following the Options SA Report the Balsall Heath Neighbourhood Planning Forum and Birmingham City Council have selected a number of the policy options to take forwards as preferred options. These included policy options that were assessed as positive for the majority of SA Objectives, or other policy options, which had been further clarified. The selection has been influenced by the SA process as well as other factors.

Table 3.2: Adverse or uncertain reasonable alternative assessment results

Former JCC Site	SA Objectives												
	1	2	3	4	5	6	7	8	9	10	11	12	13
Implement bulky goods consent	+/-	0	0	-	+/-	+	0	+/-	0	0	0	+	+
Housing option	+/-	0	0	+/-	+/-	+	0	+/-	0	0	++	+	0
Housing-led option and associated mixed use development	+/-	0	0	+/-	+/-	+	0	+/-	0	0	+	++	+
Mixed use, including convenience retail	+/-	0	0	+/-	+/-	+	0	+/-	0	0	+	++	+
Mixed use, including employment and hotel	+/-	0	0	+/-	+/-	+	0	+/-	0	0	+	++	+
Mixed use, including leisure and horticulture	++	0	0	+/-	+/-	+	0	+/-	0	+	+	++	+
Education	+/-	0	0	0	+/-	+	0	+/-	0	+	0	+	0
Highgate Road	SA Objectives												
	1	2	3	4	5	6	7	8	9	10	11	12	13
Do nothing	+	-	-	-	+	0	0	+	0	0	0	0	0
Housing-led option	-	+/-	+/-	+/-	+/-	+	0	+/-	0	+/-	++	+	+
Offices and employment	-	+/-	+/-	+/-	+/-	+	0	+/-	0	+/-	0	+	++
Mixed use to include residential and possibly employment and retail	-	+	+	+/-	+/-	+	0	+/-	0	+/-	++	++	++
Moseley Road Neighbourhood Centre	SA Objectives												
	1	2	3	4	5	6	7	8	9	10	11	12	13
Do nothing	0	-	-	-	-	0	--	-	0	-	0	-	+
Balsall Heath Railway Station	SA Objectives												
	1	2	3	4	5	6	7	8	9	10	11	12	13
Do nothing	0	-	-	-	0	0	0	0	0	0	0	-	0
River Rea	SA Objectives												
	1	2	3	4	5	6	7	8	9	10	11	12	13
Do nothing	+	-	0	0	-	0	0	+	0	0	0	0	0
Old Moseley Road	SA Objectives												
	1	2	3	4	5	6	7	8	9	10	11	12	13
Do nothing	0	0	0	0	0	0	-	-	0	-	0	0	0
Environmental enhancement	+	0	0	0	0	0	+/-	+	0	+	0	+	+

3.4 Adverse effects

3.4.1 Where adverse effects were found, they were often within the 'do nothing' option (see **Table 3.2**), due to the potential for negative behaviours or impacts to continue unabated. The following options have been assessed and identified as carrying potential adverse effects:

- Implementing bulky goods consent under option 2 - could lead to an increase in emissions due to likelihood of HGVs;
- Do nothing under option 9 - allows an increase in car use, and the consequent increase in emissions;
- Options 10, 11 and 12 for Highgate Road - development on this site could lead to a reduction in biodiversity due to a reduction in green space;
- Do nothing under option 13 - allows deterioration of locally important sites and buildings of historic interest, the continued dominance of the car, and a division through Balsall Heath;
- Do nothing under option 16 - does not encourage sustainable modes of transport or reduce emissions;
- Do nothing under option 20 - the River Rea is currently assessed as having 'poor' ecological status, this option does not improve the river's quality;
- Do nothing under option 22 - allows the degraded environment to remain.

3.5 Uncertain effects

3.5.1 Some uncertainty was encountered. A number of policy options potentially had both positive as well as negative effects on a particular SA objective. The potential negative aspects of these incidences were highlighted in the Options SA Report.

3.5.2 Other options were assessed as uncertain due to the need for more detail about the option. Often this is due to uncertainty about how the policy will be implemented. In this respect, the evaluation results served to aid further drafting of the policy option.

3.5.3 There was also uncertainty due to the design and extent of development. It was advised that the plan should ensure that the design of all development is in keeping with the character of the townscape.

4 Methodology for assessment

4.1 Assessment of Balsall Heath Neighbourhood Development Plan

4.1.1 A full list of the policies can be found in **Table 1.1**. Each of the policies has been assessed against the 13 SA Objectives (shown in **Table 2.1**) established through the Scoping Report's SA Framework (which is reproduced in full in **Appendix A**).

4.2 Approach to the appraisal

4.2.1 The assessment of the Balsall Heath Neighbourhood Development Plan was undertaken using a combination of empirical evidence, and to a lesser extent, expert judgement. The findings are presented in matrix format and are accompanied by a commentary on identified effects. The matrix is not a conclusive tool. Its main function is to show visually whether or not the proposed options are likely to bring positive, adverse or uncertain effects in relation to the SA Objectives. The commentary is then used to interpret the matrix findings. **Table 4.1** shows the key to identifying whether the effects of an option are positive, adverse or uncertain.

Table 4.1: Key to the matrix assessment

Key:	
Likely strong positive effect	++
Likely positive effect	+
Neutral/no effect	0
Likely adverse effect	-
Likely strong adverse effect	--
Uncertain effects	+/-

4.2.2 Where potential negative effects or uncertainties are identified through the high level assessment in association with a particular policy, identified policies have been examined in further detail using criteria in Annex II of the SEA Directive⁴. These criteria are presented in **Table 4.2**.

Table 4.2: Criteria for the assessment of significant effects (reproduced from Annex II of the SEA Directive)

<p>Criteria for determining the likely significance of effects referred to in Article 3(5) of the SEA Directive</p> <p>The characteristics of plans and programmes, having regard, in particular, to</p> <ol style="list-style-type: none"> The degree to which the plan or programme sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources;
--

⁴ This SA is being carried out in accordance with the requirements of the Directive 2001/42/EC, the SEA Directive.

- b. The degree to which the plan or programme influences other plans and programmes including those in a hierarchy;
- c. The relevance of the plan or programme for the integration of environmental considerations in particular with a view to promoting sustainable development;
- d. Environmental problems relevant to the plan or programme;
- e. The relevance of the plan or programme for the implementation of Community legislation on the environment (e.g. plans and programmes linked to waste-management or water protection).

Characteristics of the effects and of the area likely to be affected, having regard, in particular, to

- a. The probability, duration, frequency and reversibility of the effects;
- b. The cumulative nature of the effects;
- c. The transboundary nature of the effects;
- d. The risks to human health or the environment (e.g. due to accidents);
- e. The magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected);
- f. The value and vulnerability of the area likely to be affected due to:
- g. Special natural characteristics or cultural heritage;
- h. Exceeded environmental quality standards or limit values;
- i. Intensive land-use;
- j. The effects on areas or landscapes that have a recognised national, Community or international protection status.

4.3 Cumulative effects assessment

4.3.1 As required by the SEA Regulations, cumulative, synergistic and indirect effects have been identified and evaluated during the assessment. An explanation of these is as follows:

- Indirect effects are effects that are not a direct result of the plan, but occur away from the original effect or as a result of a complex pathway;
- Cumulative effects arise where several developments each have insignificant effects but together have a significant effect, or where several individual effects of the plan have a combined effect;
- Synergistic effects interact to produce a total effect greater than the sum of the individual effects.

4.3.2 To enable an assessment of the complete range of sustainability effects resulting from the Neighbourhood Development Plan, the full range of cumulative, incorporating secondary, indirect and synergistic effects were evaluated. Whilst a number of these effects are recorded by the appraisal findings for the assessment of NDP policies, a number of these effects can only be established through examining all of the policies and proposals presented by the NDP together. These interactions are therefore examined in **Chapter 7** of this report

5 Appraisal Findings for the Area-wide policies

5.1 Introduction

5.1.1 This chapter incorporates the assessment of the area-wide policies. This section includes seven policies and these include area-wide policies and general policies that will impact on a specific location. **Table 5.1** expresses the summary of assessment of the policies against the thirteen SA Objectives. The assessment process was undertaken using the methods described in **Chapter 4**.

Table 5.1: Summary matrix of area-wide policies

Area-Wide Policies	SA Objectives												
	1	2	3	4	5	6	7	8	9	10	11	12	13
Policy BH1: A Sustainable Community	+	0	++	0	++	+	+	+	++	++	++	++	++
Policy BH2: Design and Conservation of the Built Environment	0	0	+	0	0	++	++	++	0	+	0	+	0
General Policies with impacts on specific locations													
Policy BH3: Community Infrastructure and Shopping and Local Centres	0	+	+	+	0	0	0	+	0	++	0	+	++
Policy BH4: Environment and Open/Green Space	++	++	0	0	+	+	0	+	0	++	0	+	0
BH5: Parks	+/-	0	0	0	0	0	0	+	0	++	+	+	+
BH6: Connectivity and Movement	+	+	++	+	0	+	0	+	0	+	0	+	+
BH7: Marking Significant Places and Spaces	0	0	0	0	0	+	+	++	0	+	0	+	+

5.1.2 The introduction of general area wide policies is beneficial. These policies provide a blueprint guiding all the development that will take place within the ward. The following policies have all been designed with sustainability in mind, and aim to reflect the development needs of the area. By providing a framework which development should follow, the process can incorporate strategic policies with over-arching themes which concurrently encompass all of the SA Objectives.

5.2 A Sustainable Community (Policy BH1)

5.2.1 The aim of this policy is to maintain, develop and enhance the sustainability of the area. The policy's subsections include many references to the SA Objectives and consequently the policy is assessed as positive against the majority of the objectives. Policy BH1 is assessed as strongly positive against SA Objective 3, 5, 7, 9, 10, 11, 12 and 13 as all of these are directly cited.

- 5.2.2 The policy promotes sustainable modes of transport including walking and cycling, as well as improved public transport such as rail services (SA Objective 3). It also encourages an appropriate mix of dwelling types with a particular focus on affordable housing (SA Objective 11). It meets SA Objective 13 as it supports the employment prospective by encouraging economic development and training in appropriate locations. By considering the interests of disabled people and other minority groups in line with the Equalities Act 2010, the policy is assessed as strongly positive against SA Objective 12.
- 5.2.3 The policy ensures communities have access to high quality open spaces and other opportunities which provides facilities for people to take part in sport and active recreation (SA Objective 10). This policy also proposes the enhancement of two man local centres within Balsall Heath which will provide a mix of community facilities, commercial opportunities and 'people-friendly' spaces.
- 5.2.4 This high quality open space and well-designed residential and commercial developments improves the townscape within the area and results in the policy being assessed as positive against SA Objective 8. In addition, the emphasis on sustainable waste management and sustainable energy development not only meets Objectives 5 and 9, but is also likely to reduce the amount of natural resources used (SA Objective 6).
- 5.2.5 The proposed collation of a Schedule of Community Assets will result in a more active management of these assets by the various organisations relied on for their maintenance and as a result is assessed as positive against SA Objective 7.
- 5.2.6 The policy is assessed as positive for SA Objective 1 because it is Policy TP27 in The Birmingham Development Plan Submission version states that the majority of new housing within Birmingham will be located on previously developed land and the City Council expects this to be a minimum of 80%.

5.3 Design and Conservation of the Built Environment (Policy BH2)

- 5.3.1 Using policy BH2 the Neighbourhood Development Plan (NDP) aims to enhance the quality of life for residents and visitors. The policy includes the protection of heritage assets as well as general improvements to the street scene of the area. It is assessed as strongly positive against SA Objectives 6, 7 and 8. The policy is also assessed as positive against SA Objectives 3, 10 and 12.
- 5.3.2 As the policy aims to engage imaginative conservation and use of heritage assets, particularly the listed buildings in the Moseley Road local centre (part of the Moseley Road/Alcester Road Heritage Corridor) it is assessed as strongly positive against SA Objective 7. It also meets SA Objective 8 as it improves the physical environment and street scene throughout the area by putting 'orphan' spaces to good use. The policy also aims to create a safe and pleasant pedestrian network, implements an urban design framework and brings back into use under-utilised buildings.

5.3.3 Policy BH2 is assessed as positive for SA Objectives 3, 10 and 12 as it creates a safe pedestrian network. By creating safe and pleasant pedestrian networks it could help encourage people to walk more. The pleasant pedestrian network and improvements to the street scene should also increase residential satisfaction and reduce the fear of crime.

5.4 Community Infrastructure and Shopping and Local Centres (Policy BH3)

5.4.1 Policy BH3 seeks to maintain and enhance community and physical infrastructure throughout the plan area. There is also an intention to improve the local centres. This policy is assessed as strongly positive against SA Objectives 10 and 13, and positive against SA Objectives 2, 3, 4, 8 and 12.

5.4.2 The policy encourages development of community health facilities and sporting and other leisure facilities. These promote healthy and active lifestyles and meet SA Objective 10. Policy BH3 aims to improve the vitality and viability of local centres such as Moseley Road and Ladypool Road. It is assessed as strongly positive against SA Objective 13 as the policy aims to strengthen the retail, office and entertainment roles of the local centres as well as adopt a more flexible approach to business uses.

5.4.3 Policy BH3 is assessed as positive for SA Objectives 2, 3 and 4 as it aims to improve the efficiency of transport networks by managing traffic, congestion and parking. Birmingham City Council's (BCC) Annual Parking Report (2012) declares that parking policies have an influence on the level of car journeys and travel behaviour and have an important contribution to make with respect to improving air quality. Managing traffic and congestion should speed up slow moving vehicles (which can be highly polluting) and lead to a reduction in emissions which should go on to improve air quality.

5.4.4 The character of the area is likely to be protected (SA Objective 8) because the policy restricts restaurant/takeaway activity to 10% of retail units.

5.5 Environment and Open/Green Space (Policy BH4)

5.5.1 The third policy relates to the quality of green and open spaces. Due to the desire to enhance these environmental assets the policy is assessed as strongly positive for SA Objectives 1, 2 and 10 and positive for SA Objectives 5, 6, 8 and 12.

5.5.2 Policy BH4 aims to protect existing green infrastructure and promote the development of new green infrastructure. The policy ensures that no development imposes unacceptable environmental impacts (SA Objective 1). It also ensures that development addresses any existing and potential issues of air, water and land pollution and hence is assessed as strongly positive against SA Objective 2 as it reduces pollution levels.

- 5.5.3 It meets SA Objective 10 by improving access to open and green spaces which can be used for sport and active recreation. The promotion of allotments, leisure gardens and community-based horticulture also helps improve peoples' activity levels as well as potentially providing fresh fruit and vegetables. The policy provides an opportunity for residents to influence their quality of life (SA Objective 12) by enabling residents to take ownership of 'orphan' spaces. This will also improve the visual setting of the 'orphan' spaces, which currently detract from the character of the area (SA Objective 8).
- 5.5.4 Finally, the policy is likely to increase the amount of green infrastructure within Balsall Heath and improves the area's ability to adapt to climate change (SA Objective 5). This will be done through the cooling effect of green spaces, as well as improve infiltration rates by providing additional green areas for drainage and attenuation of water.
- 5.5.5 This policy also proposes the use of a Multi-Layered Challenge Map, which was recently adopted in The City Council's Green Living Spaces Plan, and it will show the supply and demand for ecosystem services across the city.

5.6 Parks (Policy BH5)

- 5.6.1 This policy is dedicated to improving the parks themselves or their setting. The majority of the policies are assessed as positive for SA Objective 8 regarding character and townscape as the policies strengthen the parks' identity and sense of place.
- 5.6.2 BH5 is assessed as positive for SA Objective 12 due to the improvement in accessibility likely to occur upon implementation of the policy. This is similar for SA Objective 10 where improved accessibility could make the public more aware of the presence of the parks and encourage people to use them for sport and active recreation. Where this is not the case there have been improvements to the safety of nearby roads. The proposed 'Home Zones' will also increase safety in the area by linking schools and parks with an intervening street.
- 5.6.3 Policy BH5 is assessed as strongly positive for health and safety as new houses will be built to overlook the park at the "Redgra" pitch and provide natural surveillance; the new houses could include affordable housing, hence the positive assessment for SA Objective 11.
- 5.6.4 Uncertain assessments against SA Objective 1 are found for BH5 as they all require some of the parks in the area to be developed on. Converting green space into development is likely to reduce biodiversity. However Natural England shows there are no priority habitats in the area and therefore there is unlikely to be a significant loss of biodiversity, although this should be monitored.
- 5.6.5 Policies BH5 is assessed as positive for SA Objective 13 due to the improved access to the shops on Ladypool Road and local centre. These policies could improve the shops and local centres' economic performance.

5.7 Connectivity and Movement (Policy BH6)

- 5.7.1 This policy concerns enhancing the connectivity of the area to the rest of the city, especially through public transport improvements. Improving the safety of drivers, passengers, cyclists and pedestrians is priority. This includes the creation of 'Home Zones' which are described in **section 5.6.2**. The clear importance of safety and connectivity in this policy results in it being assessed as having a strong positive effect.
- 5.7.2 Policy BH6 proposes a new cycle route through Balsall Heath and connecting with the current Rea Valley cycle route. The proposed route would follow Clifton Road and Edward Road before crossing Moseley Road and eventually linking to the new Balsall Heath railway station. SA Objectives 2, 4 and 6 are all assessed as positive due to the increase in sustainable transport routes. SA Objective 3 is marked as strongly positive as it will greatly improve the efficiency of transport networks by increasing the sustainable transport options.

5.8 Marking Significant Places and Spaces (Policy BH7)

- 5.8.1 Policy BH7 is concerned with identifying and creating significant landmarks throughout Balsall Heath, which can be used to mark important 'entrance points'. This policy is assessed positively against SA Objectives 6, 7, 8, 10, 12 and 13 and uncertain for SA Objectives 1 and 5.
- 5.8.2 The promotion of distinctive entrance points to Balsall Heath could reduce confusion for visitors and also create and strengthen a sense of community identity and place (SA Objective 8). This is strengthened by the plan to make the entrance point structures complementary.
- 5.8.3 It has been assessed as positive regarding conservation of natural resources (SA Objective 6) as the policy uses structures on previously developed sites such as ex-Joseph Chamberlain College and 332-340 Moseley Road to provide the 'entrance points'. The policy is also assessed positively against SA Objective 13 because creating a strong sense of self, and improving the area could help strengthen the local economy.
- 5.8.4 To further improve the sustainability performance of the plan the policy could include high quality design standards. Green areas and biodiversity features could be incorporated within the design. In addition, depending on design, green areas or energy efficiency measures could be included within the entrance point structures or developments.

6 Assessment Findings for the Place specific policies and proposals

6.1 Introduction

6.1.1 This chapter incorporates the assessment of the place specific policies. This section includes 13 policies. **Tables 6.1 to 6.4** express the summary of assessment of the policies against the thirteen SA Objectives. The assessment process was undertaken using the methods described in **Chapter 4**. Explanation of the summary matrices is also included.

Table 6.1: Summary matrix of place specific policies for Balsall Heath Centre

Place Specific Policies and Proposals	SA Objectives												
	1	2	3	4	5	6	7	8	9	10	11	12	13
Moseley Road Neighbourhood Centre													
Policy BH8: Land-Uses within the Balsall Heath Centre	0	0	0	0	0	0	+	+	0	+	0	+	++
Policy BH9: Historic Buildings and Design Standards in Balsall Heath Centre	0	0	0	+	+	+	++	++	0	0	0	0	0
Policy BH10: Street Scene and a "Town Square"	+	+	++	+	+	0	0	+	0	+	0	+	+
"Old" Moseley Road													
Policy BH11: Improving the 'Old' Moseley Road	+	0	0	0	0	0	0	+	0	+	0	+	+

6.2 Moseley Road Neighbourhood Centre (Policies BH8-10)

6.2.1 The policies perform positively against the majority of SA Objectives. Taken together, at least one policy is assessed as positive against all objectives apart from the objectives on waste and affordable housing.

6.2.2 Policy BH8 is positive against SA Objective 13 as retail, restaurants, takeaways, financial and professional service developments will be encouraged. The policy restricts retail units to 50% and takeaways to 10% of the Primary Shopping Area (PSA). These standards ensure that that the local centre retains its character. This has resulted in the positive assessment against SA Objective 8.

6.2.3 The policy also advocates strengthening local services such as the library, public baths, police station, the health centre, faith buildings and education/training opportunities which improves access to facilities. There are a number of significant institutional buildings, some with historical importance, such as the Public Baths, 500 Moseley Road, the Resource Centre (English Heritage) in this area. By protecting the local facilities the policy could also safeguard features of heritage importance (SA Objective 7). In addition, the area wide policy BH2 should conserve any historic buildings.

- 6.2.4 Policy BH9 proposes to find funding to improve the condition of the Grade II listed building on Moseley Road as well as several other locally listed buildings. This policy is assessed as strong positive for SA Objectives 7 and 8 and positive for 4, 5 and 6.
- 6.2.5 Policy BH10 was assessed as positive for SA Objective 3 as it is likely to make the pedestrians and cyclists feel much more comfortable and safe, whilst improving the environment for public transport. The policy is also assessed as positive against SA Objectives 1,2, 4 and 5 because it promotes public transport and other sustainable modes of transport such as walking and cycling. This encouragement could reduce car dependency and therefore reduce Greenhouse Gas (GHG) emissions.
- 6.2.6 The policy BH10 is assessed as positive against SA Objectives 10, 11 and 12. A large number of employment sites and amenities are located on Moseley Road. Policy BH10 addresses transport routes and makes sustainable methods of transportation safer. This improves the accessibility of amenities.
- 6.2.7 Policy BH10 is positive against SA Objective 8 as it enacts a comprehensive scheme to improve the public realm and street scene of Moseley Road. This includes improvements to ground surfaces, building frontages, signage, and the planting of trees.

6.3 “Old” Moseley Road (Policy BH11)

- 6.3.1 There are no adverse assessments of either policy against any SA Objectives.
- 6.3.2 Policy BH11 incorporates a design code to carry out environmental improvements in a coherent manner (SA Objective 8). In addition there will be improvements to street lighting and trees will be planted which could improve the safety of the area and to reduce crime.

Table 6.2: Summary matrix of place specific policies for Ladypool Road and Stoney Lane

Place Specific Policies and Proposals	SA Objectives												
	1	2	3	4	5	6	7	8	9	10	11	12	13
Ladypool Road Neighbourhood Centre and Stoney Lane													
Policy BH12: Land-Uses within the Ladypool Road Centre	-	0	-	+/-	-	0	+	+	0	+	0	+	+
Policy BH13: The Street Scene in Ladypool Road	+	0	0	0	+	0	0	+	0	+	0	+	+
Policy BH14: The Street Scene in Stoney Lane	+/-	0	0	+	+	+	0	0	0	+	0	0	0

6.4 Ladypool Road and Stoney Lane Neighbourhood Centre

- 6.4.1 Policy BH13 and BH14 are all concerned with redesigning Ladypool Road and Stoney Lane to improve the street scene. BH12 aims to diversify the Ladypool Road Neighbourhood Centre to ensure a mix of uses such as live/work units, educational and training establishments and some community facilities. The policies all suggest a range of improvements to the street scene and aim to increase the visual coherence and improve the appearance of Ladypool Road (SA Objective 8).
- 6.4.2 Improving the appearance of the area is likely to attract more people and could benefit the local economy (SA Objective 13). These improvements to the local area, aesthetics, as well as lighting could lead to a reduction in levels of crime and fear of crime.
- 6.4.3 Policies BH13 and BH14 are both concerned with improving the street scene of Ladypool Road and Stoney Lane respectively. They are both assessed as positive against SA Objectives 1 and 5 due to the inclusion of trees within the policy. Trees increase the biodiversity of roads. The Green Infrastructure (GI) evidence base also notes that trees have been shown by models to successfully decrease air pollution, which helps Balsall Heath mitigate against climate change. The Stoney Lane policies broadly replicate these assessments.
- 6.4.4 Policies BH13 and BH14 regarding Ladypool Road have been assessed as uncertain or negative against some SA Objectives. Both policies propose using an area of park for an alternative use (square or car park respectively). The GI evidence base states that green areas are particularly necessary to help moderate the urban heat island effect in urban and built up areas where people congregate, such as Ladypool Road (SA Objective 5).
- 6.4.5 Covering an area of park with a car park is likely to reduce biodiversity (SA Objective 1). The loss of biodiversity in Balsall Heath Park with regard to the new square depends on design.
- 6.4.6 The annual parking report advises that parking influences travel behaviour. By providing additional parking facilities it could encourage people to drive. On the other hand, the creation of a new car park could reduce illegal roadside parking and reduce congestion and GHG emissions.

Table 6.3: Summary matrix of place specific policies for Ex-Joseph Chamberlain College Site, Highgate Road, the Railway Station and the River Rea

Place Specific Policies and Proposals	SA Objectives												
	1	2	3	4	5	6	7	8	9	10	11	12	13
Ex-Joseph Chamberlain College Site													
Policy BH15: Regeneration of the former College Site	0	0	+	0	0	+	0	+	0	0	++	+	++
Highgate Road													
Policy BH16: New Housing on Highgate Road	+	0	+	+	0	+	0	+	0	+/-	+	+	+
Balsall Heath Railway Station													

Policy BH17: Balsall Heath Railway Station	0	0	++	+	0	0	0	+	0	+/-	0	+	+
River Rea													
Policy BH18: Renaturalising the River Rea	+	0	0	+	+	+	0	0	0	+	0	0	0
Policy BH19: New Allotments	+	0	0	0	0	+	0	0	0	+	0	0	0

6.5 Ex-Joseph Chamberlain Sixth Form College site

6.5.1 Policy BH15 is a positive policy. It proposes development on the ex-college site which is brownfield (SA Objective 6). It is assessed as strongly positive against SA Objective 13 because new business facilities will be built on site. A mix of development means the area will be diverse, with approximately 200 houses built on site.

6.5.2 By implementing a mixed-use development, housing will be built. As per policy BH1 some of this housing will be affordable. Sparkbrook is one of the top ten of Birmingham's wards with the largest proportion of their population living in the 10% most deprived Super Output Areas (SOA) in England. 74% of Sparkbrook's population lives in the 5% and 10% most deprived areas of England (Index of Deprivation). Increasing economic performance and providing affordable housing could reduce deprivation within the area (SA Objective 12).

6.6 Highgate Road

6.6.1 The policy BH16 relates to a residential development on the previously developed but now grassed land around Highgate Road. Policy BH16 focuses on redesigning part of Highgate Road as a residential boulevard. Policy BH16 is assessed as positive for SA Objectives 1, 3, 4, 6, 8, 10, 11, 12 and 13 due to the diverse range of improvements to be made. It also concentrates on new housing.

6.6.2 Policy BH16 could lead to a more efficient use of the road network. The cycle lanes and wide pavements could encourage walking and cycling (SA Objective 3). In addition, it is proposed that the road might be widened and this could reduce congestion and therefore reduce emissions (SA Objective 4). Introducing cycle lanes will provide an opportunity for people to undertake this healthier, more sustainable mode of transport. The wider pavements are also likely to be safer for pedestrians (SA Objective 10).

6.6.3 Policy BH16 is likely to improve the attractiveness of the area by widening the road and introducing wide pavements. Lining the road with trees will also soften the effect and improve the appearance of the townscape (SA Objective 8). These improvements to the road, the building of houses and commercial/industrial developments should all increase investment in the area and reduce levels of deprivation (SA Objectives 12 and 13).

- 6.6.4 Policy BH16 would create additional affordable housing. There is a massive demand for all types of housing, especially affordable housing in the Balsall Heath area. Additional provision would aid the existing residents and introduce new residents (SA Objective 11 and 12). The new housing development is located relatively close to the existing local centres and therefore these additional residents could help strengthen the local economy (SA Objective 13).
- 6.6.5 Policy BH16 is assessed positively against SA Objective 1 because although there is likely to be some loss of green space, some will be retained. The quality of the retained green space will be significantly improved. The improvements could incorporate additional trees, or improve habitats to encourage biodiversity.
- 6.6.6 There are uncertainties against SA Objective 10 due to the potential loss of biodiversity. The housing and potential industrial developments will be built on green spaces. These spaces were previously developed but have since reverted to grassed areas. It is unlikely that there will be a substantial loss of biodiversity, there will be an increase in trees lining the road and with policy BH16 the green space which is retained will be of better quality and could therefore be used more regularly for sport and active recreation.

6.7 Balsall Heath Railway Station

- 6.7.1 There is strong local support for policy BH17 introducing a railway station in Balsall Heath. Policies BH17 is assessed as positive for SA Objectives 3, 4, 8, 12 and 13.
- 6.7.2 Policy BH17 is assessed as positive for SA Objective 3 as the introduction of a railway station in the area is likely to encourage people to use trains more often. Locating the new station in an easily accessible location, close to existing amenities is likely to encourage people to use the service. It could also mean people use other sustainable modes of transportation to get to the station. Encouraging people to use public transport could reduce car dependency and therefore reduce Birmingham's emissions (SA Objective 4).
- 6.7.3 The addition of a railway station in the area will help maintain and strengthen the distinctive character and identity of Balsall Heath (SA Objective 8). Policy BH17 also seeks to implement improvements to the access roads of the station, as well as designing the station to become a significant local landmark.
- 6.7.4 The policy to locate a station with Balsall Heath is likely to improve the accessibility to businesses and increases choice of transport modes. The location proposed by policy BH17 is between the two local centres of Moseley Road and Ladypool Road. There are easily accessible connections from both local centres. The station should benefit the local economy by providing additional access to local industry/retail.
- 6.7.5 Policy BH17 is assessed as uncertain for SA Objective 10 as the location of the station means it could potentially displace the sports arena located in this area. The loss of the sports facility could reduce the residents' ability to take part in sport and active recreation.

6.8 River Rea

- 6.8.1 Policies BH18 and BH19 are assessed as positive against all thirteen SA Objectives.
- 6.8.2 Policy BH18 advocated landscaping River Rea’s banks and allowing the river to revert to its natural state. This policy is likely to improve access to the river and could improve the diversity of the area (SA Objective 1). The landscaping and widening of the river could help the area adapt to climate change. Creating a pool would provide cooling and Carbon Dioxide (CO₂) capture as well as benefit biodiversity.
- 6.8.3 The policy is assessed as positive for SA Objectives 4 and 6 due to the attempt to generate renewable energy using the flow of the water.
- 6.8.4 The introduction of allotments by BH19 accords with findings in The Green Infrastructure Study (2010) by Emily May. It was stated that there are many benefits of green infrastructure; of economic, social and environmental origins. The unproductive park land will be converted into allotments (SA Objective 6).
- 6.8.5 Although there is a loss of grassed land and potentially a reduction in trees; introducing allotments has the ability to increase the diversity of the area (SA Objective 1). Allotments provide an area for local people to grow fruit and vegetables, and could contribute to a healthier diet and reduce obesity (SA Objective 10).

Table 6.4: Summary matrix of place specific policies for Youths

Place Specific Policies and Proposals	SA Objectives												
	1	2	3	4	5	6	7	8	9	10	11	12	13
Youth Provision													
Policy BH20: Youth Centres	0	0	0	0	0	0	0	+	0	+	0	+	0

6.9 Youth Provision

- 6.9.1 Policy BH20 will provide an additional amenity space for youths in the form of a youth centre. The policy would provide alternative activities and could keep young people off the street and improve the character of the area. Creating a youth centre is particularly important in an area which suffers from disengaged youths. Crime is on the rise in the Balsall Heath area (West Midlands Police). Residents regularly report that the main concerns in Balsall Heath and Sparkbrook relating to the environment, specifically litter, dumping and graffiti. Drug dealing is causing a negative effect to the communities of Sparkbrook and Balsall Heath. Improving the street scene and providing alternative amenity spaces for disengaged youths could help reduce crime and fear of crime in the area.

7 Assessment of in-combination effects

7.1.1 As required by the SEA Regulations, cumulative, synergistic and indirect effects have been identified and evaluated during the assessment of the policies included in the Balsall Heath NDP (see **Table 7.1**). An explanation of indirect, cumulative and synergistic is as follows:

- Indirect effects are effects that are not a direct result of the plan, but occur away from the original effect or as a result of a complex pathway;
- Cumulative effects arise where several developments each have insignificant effects but together have a significant effect, or where several individual effects of the plan have a combined effect;
- Synergistic effects interact to produce a total effect greater than the sum of the individual effects.

Table 7.1: Assessment of in-combination effects

SA Objectives	Proposals which bring in-combination effects	Significance
1. Protect, enhance and manage biodiversity and geodiversity	The synergistic effect of policies 4, 5, 18 and 19 combine to improve the resilience of biodiversity, GI assets and habitats and helps ensure the protection and enhancement of biodiversity.	Significant medium and long term positive effects on the local and wider scale.
	Policies 10, 11, 13 and 14 combine to increase the amount of trees in Balsall Heath and therefore increase GI and biodiversity levels in the area.	Short, medium and long term local and wider area significant positive impacts
	Policies 12, 13, and 14 combine to synergistically lead to a potential low level loss of biodiversity through development on parks and open and green space	Significant adverse short, medium and long term effects at the local level
2. Improve air, water and soil qualities through reducing pollution both diffuse and point source	Policies 3, 6 and 17 combine to improve the air quality of Balsall Heath and the wider scale by reducing car travel.	Significant medium and long term positive effects at the local and wider scale
3. Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes and by promoting policies that reduce the need to travel	A number of policies will combine to promote sustainable modes of transport. Policies include policy 3, 6 and 17.	Significant long and medium term positive effect at a local and wider scale
	Improving access to cycling and walking routes. Synergistically the effects of policies 1, 3, 6, 10, 15 and 16 could encourage walking and cycling to a greater extent than an individual policy.	Local scale short, medium and long term positive effects.
	Polices 6 and 17 combine to reduce traffic congestion and improve the ease of transport through Balsall Heath	Short, medium and long term significant local positive effect

4. Promote and support climate change mitigation through reducing Birmingham's greenhouse gas emissions from all sources	Policies 3, 6 and 17 combine to deliver in combination effects by helping to limit greenhouse gas emissions from transport by supporting sustainable transport use and reducing the need to travel.	Significant medium and long term positive effects at the local and wider scale
	The emphasis on energy efficiency in policies 1 and 2, as well as policies with a commitment to sustainable travel combine to reduce emissions.	Long term local and wider scale significant impacts.
5. Adapt to the anticipated levels of climate change	Policies 1, 2, 5, 18 and 19 combine to aid the adaptation potential of Balsall Heath to climate change through increased GI, green and open space.	Long term significant positive effect at the local scale
6. Protect and conserve natural resources	The in-combination effect of policies 1 and 2 is to improve efficiency within Balsall Heath by improving energy efficiency.	Medium and long term significant positive effects at the local level
	Place Specific Policies combine to promote and encourage development on previously developed land.	Significant medium and long term positive effects at the local scale
7. Protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural heritage importance, their setting and significance.	The combination of policies 2 and 9 together directly ensure that buildings and site of historical or architectural interest are preserved.	Short, medium and long term significant local positive effect
8. Protect, enhance and manage the character and appearance of the townscape, maintaining and strengthening local distinctiveness and sense of place.	Together policies 1, 2, 4, 5, 7, 12, 13, 14 and 19, have a synergistic effect on the landscape through the protection and enhancement of woodland and biodiversity.	Significant short, medium and long term positive effect at the local level
	Policies 2, 3, 4, 5, 7, 8, 10, 11, 13, 15, 17 and 20 have an in-combination effect of preserving and enhancing the street scene.	Significant positive short, medium and long term effects at the local level
10. Safeguard and improve community health, safety and wellbeing	Policies 1, 2, 5, and 20 combine to deliver opportunities for increased physical activity through the promotion of cycling and walking, as well as improving access for bicycles and pedestrians.	Medium and long term significant positive effects at the local level
	The in-combination effect of policies 1, 2, 4 and 5 is the protection and creation of new open and green space.	Medium and long term significant positive effects at the local level
11. Provide affordable, environmentally sound and good quality housing for all.	Policies 1, 2 and the Place Specific Policies have a synergistic in-combination effect of ensuring all groups have access to decent, appropriate and affordable housing.	Significant positive short, medium and long term effects at the local level
12. Reduce poverty and social exclusion and close the gap between the most deprived areas in Balsall Heath and the rest of the ward.	Combining policies 1, 2, 7 and the Place Making Policies ensures that access to services, facilities and amenities is improved.	Medium and long term significant positive effects at the local level
	The in-combination effect of policies 2 and 20 is to reduce crime and the fear of crime, making residents feel safer in their neighbourhoods.	Significant positive short, medium and long term effects at the local level
	Policies 8, 16 and 20 support the local economy, providing jobs to residents and indirectly reducing deprivation.	Medium and long term significant positive effects at the local level
	The 'Street Scene' policies enable residents to influence decisions within their neighbourhood and take part in community activities	Significant short, medium and long term positive effect at the local level

13. Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	The local economy is positively impacted by the in-combination effects of policies 1, 3, and 8.	Medium and long term local scale significant positive impacts
	Policies 3 and 8 combine to improve access to employment opportunities, retail and other economic activities with an indirect positive impact of supporting the local economy.	Significant positive local impact in the medium and long term
	The in-combination effect of Area Wide and Place Specific Policies is to invigorate the local economy by improving the appeal of the area through environmental enhancements	Significant medium and long term positive effects at the local scale

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8 Significant effects and mitigation

8.1 Significant effects, mitigation and uncertainty

8.1.1 This chapter considers significant potential adverse effects that have been identified through the assessment process and recorded as uncertain using the assessment classification in **Table 2.1**. Where possible, mitigation has been prescribed. The effects are described as potential adverse since any policy categorised as uncertain may also have positive effects and the nature of the effects might be partially known but not entirely.

8.1.2 The mitigation hierarchy is a sequential process that operates in the following way: firstly, if possible, adverse effects should be avoided. Failing this, the nature of the effect should be reduced, if possible, so that it is no longer significant. If neither avoidance nor reduction is feasible, mitigation measures should be considered. Mitigation prescriptions might include changes to policy wording, advocating design guides, offsetting biodiversity effects or provision of new supporting green infrastructure. In the case of this SA Report, mitigation has been supplied to help address negative effects so that, if possible, no residual effects remain.

8.2 Accessibility and transportation

8.2.1 The SA Objectives relevant to this SEA topic are SA Objectives 3 (Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes and by promoting policies that reduce the need to travel) and 4 (Promote and support climate change mitigation through reducing Birmingham's greenhouse gas emissions from all sources).

8.2.2 Policy BH12 was identified as potentially having an adverse impact on the sustainability of transportation within Balsall Heath (SA Objective 3). The policy refers to two new car parks on Ladypool Road. The Birmingham Annual Parking report advises that parking has an influence on travel behaviour. Providing additional parking facilities cumulatively encourages people to drive in the short term instead of other more sustainable modes of transportation. Policy BH1 will help to mitigate against increased car use in the areas. The issue should be monitored to ensure that the promotion of sustainable methods of transport sufficiently mitigates against potential for encouraging driving..

8.2.3 Adversity has also been identified:

SA Objective 3

- **Policy BH12 (Land-Uses within the Ladypool Road local centre)** - this is again due to the completion of new car parks and their impact, which increases the use of cars. However the policy could reduce on-street parking on Ladypool Road, which would reduce congestion and could lead to a reduction in emissions.

8.2.4 Uncertainty was also identified:

SA Objective 4

- **Policy BH12 (Land-Uses within the Ladypool Road centre)** – this is again due to the completion of new car parks and their impact, which increases the use of cars. However the policy could reduce on-street parking on Ladypool Road, which would reduce congestion and could lead to a reduction in emissions.

8.2.5 Policy BH1 will help to mitigate against the localised effect of increased car use. When additional car parks are implemented with complementary policies such as these the plan will not have any residual adverse impacts. The effect of car parking facilities on peoples' choice of transportation mode should be monitored to ensure that no residual effect remains.

8.3 Air quality

8.3.1 The SA Objectives relevant to this SEA topic are SA Objectives 2 (Improve air, water and soil qualities through reducing pollution both diffuse and point source) and 6 (Protect and conserve natural resources).

8.3.2 No adverse or uncertain impacts were identified against SA Objectives 2 or 6.

8.4 Biodiversity and geodiversity

8.4.1 The SA Objective relevant to this SEA topic is SA Objective 1 (Protect, enhance and manage biodiversity and geodiversity).

8.4.2 Both adverse and uncertain impacts were discovered within the biodiversity and geodiversity SEA topic. If a car park is required it should be built on a more sustainable location, preferably a brownfield site. If this location is the only available option then additional green space of greater or equal biodiversity value should be created elsewhere in order to mitigate the effect of the loss of biodiversity.

SA Objective 1

- **Policy BH12 (Land-Uses within the Ladypool Road centre)** – due to the completion of new car parks and their impact which increases the use of cars. However the policy could reduce on-street parking on Ladypool Road, which would reduce congestion and could lead to a reduction in emissions.

8.4.3 The policy should also highlight Core Strategy policy SP25 which is currently not included in the list of relevant Core Strategy policies. Development on biodiversity rich areas, and sites of local biodiversity significance, as well other green space such as parks should be avoided where possible. Where not possible, the loss of biodiversity should be mitigated by the creation of other biodiversity rich areas. The rate of loss and gain of biodiversity should be monitored.

8.5 Climate change

8.5.1 The SA Objectives relevant to this SEA topic are SA Objectives 4 (Promote and support climate change mitigation through reducing Birmingham's greenhouse gas emissions from all sources) and 5 (Adapt to the anticipated levels of climate change).

8.5.2 Where possible development should occur on brownfield sites (as recommended by the NPPF). Where this is not possible, the design of new development should try and incorporate the green areas, which currently perform climate change adaptation, or introduce new features such as street trees in a nearby location. As mentioned before, development, which is susceptible to flooding such as housing, should be avoided on flood risk areas, design and siting could be utilised to reduce the risk of flooding.

8.5.3 Uncertainty was only found in relation to SA Objective 4

SA Objective 4

- **Policy BH12 (Land-Uses within the Ladypool Road local centre)** – due to the completion of new car parks and their impact which increases the use of cars. However the policy could reduce on-street parking on Ladypool Road, which would reduce congestion and could lead to a reduction in emissions.

8.5.4 The mitigation for SA Objective 4 was discussed in **section 8.2**.

8.6 Economic factors

8.6.1 The SA Objective relevant to this SEA topic is SA Objective 13 (Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities).

8.6.2 No adverse or uncertain impacts were identified against SA Objective 13.

8.7 Health

8.7.1 The SA Objective relevant to this SEA topic is SA Objective 10 (Safeguard and improve community health, safety and wellbeing).

8.7.2 There were no adverse impacts of the plan against health. However uncertainty was identified:

SA Objective 10

- **Policy BH16 (New Housing on Highgate Road)** – the site of new housing development to the south of Highgate Road is on an area of green space, which could be used for sports and active recreation.
- **Policy BH17 (Balsall Heath Railway Station)** – the station could be sited where a sports arena is currently located and will mean a loss of a sports facility and opportunity for residents to take part in exercise.

8.7.3 Access to areas where people can take part in sport and active recreation is very important for the health of the residents of Balsall Heath. Green and open space is a particularly important GI asset as the Forest Research (2010) report states that GI also improves the mental health of residents. Therefore the loss of sports facilities and green spaces should be avoided where possible. To mitigate the loss a new sports facility could be opened, or additional services added to an existing site. Green and open space should be incorporated into the design of new housing development to ensure that new residents have access to this important resource. Policy BH16 suggests that some green space is retained, but its quality is significantly improved which will ensure that no residual adverse impacts remain.

8.8 Historic environment and townscape

8.8.1 The SA Objectives relevant to this SEA topic are SA Objectives 7 (Protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural heritage importance, their setting and significance) and 8 (Protect, enhance and manage the character and appearance of the townscape, maintaining and strengthening local distinctiveness and sense of place).

8.8.2 No adverse or uncertain impacts were identified against SA Objectives 7 or 8.

8.9 Housing

8.9.1 The SA Objective relevant to this SEA topic is SA Objective 12 (Reduce poverty and social exclusion and close the gap between the most deprived areas in Balsall Heath and the rest of the ward).

8.9.2 No adverse or uncertain impacts were identified against SA Objective 12.

8.10 Material assets

8.10.1 The SA Objective relevant to this SEA topic is SA Objective 9 (Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal).

8.10.2 No adverse or uncertain impacts were identified against SA Objective 9.

8.11 Population and quality of life

8.11.1 The SA Objectives relevant to this SEA topic are SA Objectives 10 (Safeguard and improve community health, safety and wellbeing) and 11 (Provide affordable, environmentally sound and good quality housing for all).

8.11.2 No adversity or uncertainty identified relating to SA Objective 11. Uncertainty was discovered against SA Objective 10:

SA Objective 10

- **Policy BH16 (New Housing on Highgate Road)** – The site of new housing development to the south of Highgate Road is on an area of green space, which could be used for sports and active recreation.
- **Policy BH17 (Balsall Heath Railway Station)** – the station could be sited where a sports arena is currently located and will mean a loss of a sports facility and opportunity for residents to take part in exercise.

8.11.3 The mitigation relating to SA Objective 10 has been discussed in **section 8.7**.

8.12 Soil and water

8.12.1 The SA Objectives relevant to this SEA topic are SA Objectives 2 (Improve air, water and soil qualities through reducing pollution both diffuse and point source) and 6 (Protect and conserve natural resources).

8.12.2 No adverse or uncertain impacts were identified against SA Objectives 2 or 6.

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9 Recommendations to enhance sustainability performance

9.1 Introduction

9.1.1 This chapter provides recommendations for maximising the sustainability opportunities presented in the NDP. This will enable the sustainability performance of the NDP to be maximised.

9.2 Recommendations for enhancement

9.2.1 The SA has suggested measures to prevent, reduce or offset significant adverse effects of implementing Balsall Heath NDP throughout **Chapter 8**. These measures are collectively referred to as 'mitigation measures'.

9.2.2 Whilst the NDP as it stands brings a range of positive sustainability effects, **Chapter 8** addressed where the effects are adverse or uncertain and suggested a number of strategic mitigation proposals to help the NDP further improve its sustainability performance through implementation.

9.2.3 Potential adverse effects were recorded as part of the 'uncertain' classification in assessment findings. They included:

- Providing additional parking facilities could encourage people to drive in the short term instead of other more sustainable modes of transportation
- The potential for increased carbon footprint associated with additional journeys by car;
- Depending on design, development could be located on flood risk areas;
- Loss of green space, including parks, due to development
- The loss of sports facilities and green spaces which people use for sports and active recreation

9.2.4 These should be investigated and steps taken to mitigate the potential adverse effects of the policies. Mitigation suggestions are included within **Chapter 8**. The main suggestions include the creation of rich-biodiverse areas and incorporating green space into new housing designs for the area.

9.2.5 Those opportunities identified as uncertain should be monitored in order to establish early on in the process whether they will become negative, as well as provide time to compensate for and mitigate these potential negative effects. Together they represent opportunities to help address any potential adverse effects and simultaneously serve to maximise sustainability performance of the policy.

9.3 Limitations

9.3.1 There are a number of limitations that should be borne in mind when considering the results and conclusions of this assessment.

- Sustainability appraisal is a tool for predicting potential significant effects. The actual effects of the policies may be different from those identified. Prediction of effects is made using an evidence based approach and incorporates a judgement.
- The appraisal has been prepared with the most up to date data available. The matrix should not be regarded as conclusive, its main function is to show visually whether or not the proposed options are likely to bring positive, adverse or uncertain effects in relation to the SA Objectives.
- Further drafting may be done on the policies, and additional information may come to light before the NDP is adopted.
- The strategic nature of the assessment identifies issues, which could be improved and can therefore be used to guide the next iteration of the plan. However due to the broad nature of the policies, the assessment does not go into great depth.
- Every attempt has been made to predict effects as accurately as possible using the best available information.
- Many effects will depend on the size and location of development, building design and construction, proximity to sensitive receptors such as wildlife sites, conservation areas, flood risk areas and watercourses, and the range of uses taking place.

10 Monitoring

10.1 Monitoring proposals

10.1.1 The SEA Directive states that ‘member states shall monitor the significant environmental effects of the implementation of plans and programmes...in order, inter alia, to identify at an early stage unforeseen adverse effects, and to be able to undertake appropriate remedial action’ (Article 10.1). In addition, the Environmental Report (or SA Report) should provide information on a ‘description of the measures envisaged concerning monitoring’ (Annex I (i)).

10.1.2 The monitoring requirements typically associated with the SA process are recognised as placing heavy demands on authorities with SA responsibilities. For this reason, the proposed monitoring framework should focus on those aspects of the environment that are likely to be negatively impacted upon, where the impact is uncertain or where particular opportunities for improvement might arise.

10.1.3 The SA process has identified some areas that would benefit from being monitored due to their uncertain effects. The areas specified for monitoring include:

- Levels of public transport patronage;
- The effect of car parking facilities on peoples’ choice of transportation mode;
- Levels of car traffic;
- The rate of loss and gain of biodiversity;
- Whether climate change increases flood risk in the area;
- Whether the loss of space for sport and active recreation impacts peoples health; and
- If residents will travel to other areas to take part in sport and active recreation.

10.1.4 Monitoring is particularly useful in answering the following questions:

- Were the assessment’s predictions of sustainability effects accurate?
- Does the NDP contribute to the achievement of desired sustainability objectives?
- Are mitigation measures performing as well as expected?
- Are there any unforeseen adverse effects? Are these within acceptable limits, or is remedial action required?

10.1.5 The purpose of monitoring is to measure the environmental effects of a plan, as well as to measure success against the plan’s objectives. It is therefore beneficial if the monitoring strategy builds on monitoring systems that are already in place. It should also be noted that monitoring could provide useful information for future plans and programmes.

10.2 Links with the Annual Monitoring Report

- 10.2.1 The SA guidance suggests that SA monitoring and reporting activities can be integrated into the regular planning cycle. As part of the monitoring process, Birmingham City Council will be required to prepare Annual Monitoring Reports. It is anticipated that elements of the SA monitoring programme for the NDP could be incorporated into these processes.
- 10.2.2 Details of any monitoring programme is, at this stage, preliminary and may evolve over time based on the results of consultation and the identification of additional data sources (as in some cases information will be provided by outside bodies). The monitoring of individual schemes/proposals should also be addressed at project level.
- 10.2.3 Consultees are invited to suggest or propose amendments to the content of this monitoring programme. Full details of the monitoring recommendations will be prepared in the next stage of the SA process when consultation comments have been received and processed.

10.2.4 Next Steps

10.2.5 This SA Report has been published alongside and at the same time as the Balsall Heath Neighbourhood Development Plan. This will involve a consultation period. Following this, consultation comments will be received and analysed. Any changes arising to the NDP in response to consultation comments will need to be assessed as part of the SA process.

10.2.6 SEA Regulations 16.3c)(iii) and 16.4 require that a 'statement' be made available to accompany the plan, as soon as possible after the adoption of the plan or programme. The purpose of the SA Statement is to outline how the SA process has influenced and informed the NDP development process and demonstrate how consultation on the SA has been taken into account.

10.2.7 As the regulations outline, the statement should contain the following information:

- The reasons for choosing the preferred strategy for the NDP as adopted in the light of other reasonable alternatives dealt with;
- How environmental considerations have been integrated into the NDP;
- How consultation responses have been taken into account; and
- Measures that are to be taken to monitor the significant environmental effects of the NDP.

10.2.8 To meet these requirements, following any further changes before adoption, a Post Adoption Statement will be published with the adopted version of the NDP.

10.3 Commenting on the SA Report

10.3.1 The draft NDP and this SA Report, including details of the consultation timetable, are available to download at:

<http://www.birmingham.gov.uk/balsallheatndp>

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Appendix A: Reasonable Alternatives Assessment Results

Former JCC Site	SA Objectives												
	1	2	3	4	5	6	7	8	9	10	11	12	13
Do nothing	+	0	0	0	+	0	0	-	0	0	0	0	0
Implement bulky goods consent	+/-	0	0	-	+/-	+	0	+/-	0	0	0	+	+
Housing option	+/-	0	0	+/-	+/-	+	0	+/-	0	0	+	+	0
Housing-led option and associated mixed use development	+/-	0	0	+/-	+/-	+	0	+/-	0	0	+	+	+
Mixed use, including convenience retail	+/-	0	0	+/-	+/-	+	0	+/-	0	0	+	+	+
Mixed use, including employment and hotel	+/-	0	0	+/-	+/-	+	0	+/-	0	0	+	+	+
Mixed use, including leisure and horticulture	+	0	0	+/-	+/-	+	0	+/-	0	+	+	+	+
Education	+/-	0	0	0	+/-	+	0	+/-	0	+	0	+	0

Highgate Road	SA Objectives												
	1	2	3	4	5	6	7	8	9	10	11	12	13
Do nothing	+	-	-	-	+	0	0	+	0	0	0	0	0
Housing-led option	-	+/-	+/-	+/-	+/-	+	0	+/-	0	+/-	+	+	+
Offices and employment	-	+/-	+/-	+/-	+/-	+	0	+/-	0	+/-	0	+	+
Mixed use to include residential and possibly employment and retail	-	+	+	+/-	+/-	+	0	+/-	0	+/-	+	+	+

Moseley Road Neighbourhood Centre	SA Objectives												
	1	2	3	4	5	6	7	8	9	10	11	12	13
Do nothing	0	-	-	-	-	0	--	-	0	-	0	-	+
Create square or similar public space	+	+	+	+	+	0	0	+	0	+	0	+	+
Pursue heritage-led transformation	0	0	0	0	0	0	+	+	0	0	0	+	+

Balsall Heath Railway Station	SA Objectives												
	1	2	3	4	5	6	7	8	9	10	11	12	13
Do nothing	0	-	-	-	0	0	0	0	0	0	0	-	0
New railway station	0	+	+	+	0	0	0	+	0	0	0	+	+

Calthorpe Park	SA Objectives												
	1	2	3	4	5	6	7	8	9	10	11	12	13
Do nothing	+	0	0	0	+	0	0	+	0	+	0	0	0
Environmental enhancement	+	0	+	+	+	0	0	+	0	+	0	0	0

River Rea	SA Objectives												
	1	2	3	4	5	6	7	8	9	10	11	12	13
Do nothing	+	-	0	0	-	0	0	+	0	0	0	0	0
Re-grade	+	+	0	0	+	0	0	+	0	+	0	0	0

Old Moseley Road	SA Objectives												
	1	2	3	4	5	6	7	8	9	10	11	12	13
Do nothing	0	0	0	0	0	0	-	-	0	-	0	0	0
Environmental enhancement	+	0	0	0	0	0	+/-	+	0	+	0	+	+

Sustainable Neighbourhood	SA Objectives												
	1	2	3	4	5	6	7	8	9	10	11	12	13
Higher code standards than default level	0	+	0	+	+	+	0	0	+	0	+	0	0
Micro-electricity generation	0	0	0	+	0	+	0	0	0	0	0	0	+
No net loss of open space	+	+	0	0	+	+	0	+	0	+	0	+	0
New allotments alongside the River Rea	+	0	0	0	+	0	0	+	0	+	0	+	+

Appendix B: SA Framework

	SA Objectives	Decision making criteria: Will the option/proposal...		Indicators	Targets	
1	Protect, enhance and manage biodiversity and geodiversity.	Q1a	Will it lead to a loss of or damage to biodiversity interest?	Percentage of new development occurring on previously developed land		
				% of new development contributing to the enhancement of green infrastructure assets		
				% of planning applications where protected species are considered		
				% of planning applications with conditions imposed to ensure working practices and works to protect/ enhance protected species		
				% of planning applications which result in need for protected species licence in order to be carried out		
		Q1b	Will it lead to habitat creation, including GI, matching BAP priorities?	Area of Nature Conservation designation per 1,000 population (ha)		At least 1ha of Local Nature Reserve per 1,000 population (Natural England)
				Area of new habitat creation reflecting BAP priorities		
				Extent and condition of key habitats set out within the BAP		
		Q1c	Will it maintain and enhance Calthorpe Park and the River Rea corridor for Biodiversity?	Number of developments that contribute towards environmental enhancements of the corridor..		
				% of new development contributing to the		

				enhancement of green infrastructure assets	
	Q1d	Will it lead to the loss or damage of sites designated for their geodiversity interest?		Area designated for geological interest	
	Q1e	Will it link up areas of fragmented habitat and create new GI?		% of new development incorporating GI into their designs	
	Q1f	Will it increase awareness of biodiversity and geodiversity assets?		% of developer contributions supporting biodiversity/geodiversity projects in Balsall Heath.	
2	Improve air, water and soil qualities through reducing pollution both diffuse and point source.	Q2a	Will it lead to improved air quality?	Air Quality Management Area for Birmingham	To meet national Air Quality Standards
				No. of days when air pollution is moderate or high for NO ₂ , SO ₂ , O ₃ , CO or PM ₁₀	To meet national Air Quality Standards
		Q2b	Will it lead to improved water quality of both surface water groundwater features in line with WFD objectives?	% of developments occurring in areas with known waste water treatment capacity issues	River Rea t reach good ecological potential by 2027
				% change in pollution incidents	
				No. of planning permissions incorporating SUDS	All (Environment agency)
		Q2c	Will it lead to the permanent loss of land suitable for local food production	Number of pollution incidents	
				Loss of open space and garden space	
		Q2d	Will it maintain and enhance soil quality?	Area of contaminated land (ha)	
				No. of development which result in the clean-up of contaminated sites	
		Q2e	Will it reduce the overall amount of diffuse pollution to air, water and soil?	% change in pollution incidents	

3	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes and by promoting policies that reduce the need to travel.	Q3a	Will it reduce the need to travel?	Percentage of completed significant local service developments located within a defined centre	
				Average distance (km) travelled to fixed place of work	
				Percentage of new residential development within 10 minutes public transport time of a GP, hospital, primary and secondary school, employment and major health centre	
				Ease of access to key local services	
		Q3b	Will it encourage walking and cycling?	Percentage of people aged 16-74 who usually travel to work by bicycle or on foot	
				Proportion of new development providing cycle parking	
		Q3c	Will it reduce car use?	Percentage of people aged 16-74 who usually travel to work by driving a car or van	
		Q3d	Will it encourage use of public transport and lead to reduced congestion?	Percentage of people aged 16-74 who usually travel to work by bus or train	
				Number of journeys made by bus per annum	
				Percentage of development in urban/rural areas within 400m or 5 minutes walk of half hourly bus service	
				Number of journeys made by train per annum	
		Q3e	Will it provide adequate means of access by a range of sustainable transport modes?	Distance of new development to existing or proposed public transport routes	
				Provision of new walking and cycling links to accompany new	

				development	
		Q3f	Will it help limit the effect of HGV traffic flows?	HGV traffic flows on residential roads	
4	Promote and support climate change mitigation through reducing Birmingham's greenhouse gas emissions from all sources.	Q4a	Will it help reduce Balsall Heath's carbon footprint?	Proportion of electricity produced from renewable resources	UK Government renewable energy target: 15% of electricity to be produced from renewable sources by 2020.
					10% of Birmingham homes to be connected to a district heating system by 2015
					All new homes to be carbon neutral by 2016 (DCLG target)
					Reduce greenhouse gas emissions by 42% below 1990 levels by 2020 and 60% by 2026 (Birmingham Climate Change Action Plan (2010) For Balsall Heath the share would be a reduction of about 3,374 tonnes of carbon dioxide per year until 2026.
		Q4b	Will it help raise awareness of climate change mitigation?	Number of initiatives to increase awareness of energy efficiency	
5	Adapt to the anticipated levels	Q5a	Will it increase the risk of	Amount of new development (ha) situated within a 1:100 flood	Zero (Environment agency)

	of climate change.		flooding?	risk area (Flood Zone 3)	
				Number of planning applications approved where Environment Agency have sustained an objection on flood risk grounds	Zero (Environment agency)
		Q5b	Will it reduce the risk of damage to property from storm events?	% of developments meeting the minimum standards for the "Surface Water Run-Off" and "Surface Water Management" categories in the Code for Sustainable Homes	
				No. of planning permissions incorporating SUDS	
		Q5c	Will it facilitate townscape change for climate change adaptation (e.g. by protecting key landscape and biodiversity features)?	Amount of new green space created per capita	
				Amount of green space lost through new development	
Q5d	Will it encourage the development of buildings prepared for the impacts of climate change?	No of developments incorporating energy efficiency measures and No. of homes/developments linked to a combined heat and power system	10% of Birmingham homes to be connected to a district heating system by 2015		
6	Protect and conserve natural resources.	Q6a	Will it include measures to limit water consumption?	% of new development incorporating water efficiency measures	
		Q6b	Will it utilise derelict, degraded and under-used land such as the Joseph Chamberlain College former site?	No. of allocations/developments built on previously developed land	
				Previously developed land that has been vacant or derelict for more than five years	
		Q6c	Will it lead to the more efficient use of land?	Housing density in new development: average number of dwellings per hectare	

		Q6d	Will it lead to reduced consumption of materials and resources?	Percentage of commercial buildings meeting BREEAM Very Good Standard or above or equivalent	
				Percentage of housing developments achieving a three star or above sustainability rating as stipulated by the Code for Sustainable Homes	
7	Protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural heritage importance, their setting and significance.	Q7a	Will it preserve buildings of architectural or historic interest and, where necessary, encourage their conservation and renewal?	Number of Grade II and Grade II* buildings at risk or lost through development	None (English Heritage)
				Number of Grade II and locally listed buildings at risk or lost through development	None (English Heritage)
		Q7b	Will it preserve or enhance archaeological sites/remains?	No of archaeological sites/remains lost or put at risk through proposed development	None (English Heritage)
				Number/proportion of development proposals informed by archaeological provisions, including surveys where appropriate	All (English Heritage)
		Q7c	Will it improve and broaden access to, understanding, and enjoyment of the historic environment?	Development which bring underutilised heritage assets back into use or encourage their maintenance and prominence	
		Q7d	Will it preserve or enhance the setting of cultural heritage assets and listed buildings?	Number of applications approved/refused where development would have adversely affected a listed building, its significance and its setting.	
No of sites which could damage or pose a risk to cultural heritage assets					
8	Protect, enhance and manage the	Q8a	Will it preserve or enhance the setting of cultural heritage assets?	Number of applications approved/refused where	

	character and appearance of the townscape, maintaining and strengthening local distinctiveness and sense of place.			development would have adversely affected the distinctiveness and identity of Balsall Heath local centres	
				% of developments informed by detailed characterisation studies	
		Q8b	Will it safeguard and enhance the character of the townscape and local distinctiveness and identity?	Traffic growth- % of development encouraging the use of the car	
9	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal.	Q9a	Will it provide facilities for the separation and recycling of waste?	Type and capacity of waste management facilities	
				Household waste (a) arisings and (b) recycled or composted	40% of waste recycled or composted by 2026
		Q9b	Will it encourage the use of recycled materials in construction?	Reuse of recycled materials from former building stock and other sources	
10	Safeguard and improve community health, safety and wellbeing.	Q10a	Will it improve access for all to community facilities?	No. of applications resulting in extension, improvement or loss of community facilities	
		Q10b	Will it improve access to areas of open space in Balsall Heath?	Area of parks and green spaces per 1,000 head of population	2.83 hectares per 1,000 population for playing field provision (National Playing Fields Association Standard)
				Accessible Natural Greenspace	100% of population with Accessible Natural Greenspace of at least 2ha within 300m (or 5 minutes of their home) (Natural England)
		Q10c	Will it improve long term health?	Life expectancy at birth	
				Standardised mortality rates	
Q10d	Will it encourage healthy and active lifestyles?	% of adults (16+) participating in at least 30 minutes of moderate intensity sport and active recreation (including recreational walking) on three or	To increase participation by 1% year-on-year until 2020 to achieve target of 50% of population participants in 30 mins activity, three times a		

				more days of the week	week by 2020 (The Framework for Sport in England)
				The number of sports pitches available to the public per 1,000 population	
				The number of purpose built sports facilities incl. School sports halls within the neighbourhood	
				The number of sports teams in Balsall Heath	
		Q10e	Will it reduce obesity?	Percentage of adult population classified as obese	
		Q10f	Does it consider the health needs of different community groups in Balsall heath?	Percentage of older people being supported intensively to live at home	Increasing the proportion of older people being supported to live in their own home by 1% annually (DoH PSA)
				No. of extracare, sheltered and nursing home completions	
		Q10g	Will it improve road safety?	Number of people killed or seriously injured and number of people slightly injured on the highway network.	
		Q10h	Will it help reduce crime and fear of crime?	Number of reported crimes	
				No. and type of developments where advice from police is sought and followed	
11	Provide affordable, environmentally sound and good quality housing for all.	Q11a	Will it ensure all groups have access to decent, appropriate and affordable housing?	Affordable housing completions as a proportion of total delivered.	
			% of 1,2,and 3 bedroom homes built as proportion of total		
		Q11b	Will it ensure that all new development contributes to local	Number of major housing applications refused on design	

			distinctiveness and improves the local environment?	grounds.	
			Accessible Natural Greenspace	100% of population with Accessible Natural Greenspace of at least 2ha within 300m (or 5 minutes of their home (Natural England)	
		Q11c	Will it meet the building specification guidance in the Code for Sustainable Homes? (DCLG)	Percentage of housing developments achieving a three star or above sustainability rating as stipulated by the Code for Sustainable Homes	All new homes to be carbon neutral by 2016 (UK Government target)
		Q11d	Will it reduce the number of households on the Housing Register?	Number of households on the Housing Register	To reduce the numbers of homeless households in priority need and the number of households in housing need on the housing register
12	Reduce poverty and social exclusion and close the gap between the most deprived areas in Balsall Heath and the rest of the ward.	Q12a	Will it improve accessibility to key services and facilities?	Percentage of completed highways improvements in deprived areas	
		Q12b	Will it enable communities to influence the decisions that affect their neighbourhoods and quality of life?	Percentage of adults surveyed who feel they can influence decisions affecting their own local area	
		Q12c	Will it improve the satisfaction of people with their neighbourhoods as a place to live?	% respondents very or fairly satisfied with their neighbourhood	
				Number/proportion of highways works seeking to enhance the setting of the environment	
		Q12d	Will it increase learning participation and adult education?	No. of people with qualifications	
				Attendance rate at local schools	
Q12e	Will it reduce crime and the fear of crime?	Crime Deprivation Index			
13	Develop a dynamic, diverse and knowledge-based economy that	Q13a	Will it support or encourage diversification of the economy and new business sectors?	No. of new business start-ups	
				Number of people employed in high income jobs	

	excels in innovation with higher value, lower impact activities.	Q13b	Will it ensure that new employment, I and leisure developments are in locations that are accessible to those who will use them by a choice of transport modes?	Proportion of new and existing residential development within 10 minutes public transport time of key services, facilities and places of work and serviced by high frequency bus routes	
		Q13c	Will it encourage inward investment	No. of new business start-ups	
				Number of people employed in within Balsall Heath	
		Q13d	Will it encourage innovation		



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