



Peddimore

Supplementary Planning Document

April 2019



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The images included in the SPD are taken from other projects in the UK and abroad to illustrate similar exemplar developments and key projects. They are shown as examples of the quality that can be achieved on the basis of good design principles set out in this SPD, with the design of place and buildings on Peddimore having its own site specific response.

FOREWORD

Foreword

Peddimore is one of the most significant industrial development opportunities within the UK, with the potential to accommodate 265,000 square metres of new floorspace. Our decision to release 71 hectares of land from the Green Belt will create a world class employment estate and will see major new business space brought forward. Up to 10,000 jobs will be created and a £350 million contribution made to the local economy. It will rival other major UK industrial and distribution developments.

The development will be brought forward in stages, with the first phase of 37 hectares providing the infrastructure to serve the whole site, including a new junction onto the A38, public transport connections and major green infrastructure. In March 2018, the City Council announced IM Properties as our development partner who will deliver this scheme to the highest quality.

Following the public consultation in Autumn 2018 with the wider community and partners, this Supplementary Planning Document was amended and now sets out the City's vision and expectations for this unparalleled development opportunity. Along with the Langley Sustainable Urban Extension, this is a great opportunity for Birmingham and the Royal Town of Sutton Coldfield to create thousands of homes, skilled jobs and modern infrastructure.

I am delighted that we have this formal planning guidance in place to create a new standard for commercial development.

Councillor Ian Ward

Leader

Birmingham City Council



1 INTRODUCTION

Introduction

The Birmingham Development Plan (BDP) sets out the City's growth strategy to deliver over 51,100 new homes, 100,000 jobs and associated infrastructure. With Birmingham's population projected to increase by 150,000 by 2031, the strategy of the BDP is focused on meeting the needs of growth in the most sustainable way.

Peddimore is identified as a key employment allocation in Policy GA6 of the BDP, helping to address the need for land to accommodate major national and international investment in the industrial and logistics sectors. The City has an excellent history of providing high quality space for businesses, particularly for the advanced manufacturing sector.

With 71ha of developable employment land available in a highly accessible location, Peddimore has the potential to meet the requirements of large scale businesses, and also provide space for small and medium enterprises. The development can help the City to meet the demands of thriving sectors, capitalise on the emergence of new growth industries and support the delivery of the local industrial strategy.

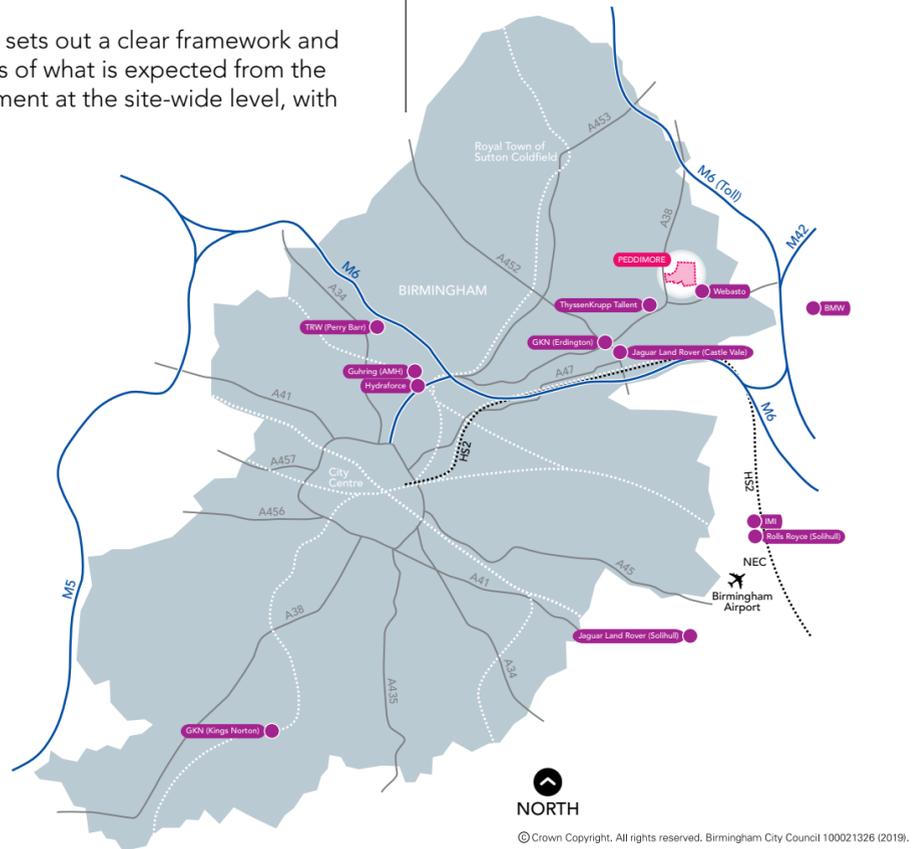
The provision of infrastructure will be co-ordinated with the development of approximately 6,000 homes on the adjoining Langley Sustainable Urban Extension (SUE). A separate SPD has been prepared for Langley SUE detailing the key principles, providing guidance on design, phasing and access, and ensuring that these developments are effectively integrated.

Purpose
In 2017, the City published the Peddimore Visioning Document to set out the high level approach for the development and delivery of the site. The objective of this SPD is to ensure that Peddimore is a sustainable development of the highest quality and creates the right conditions for business

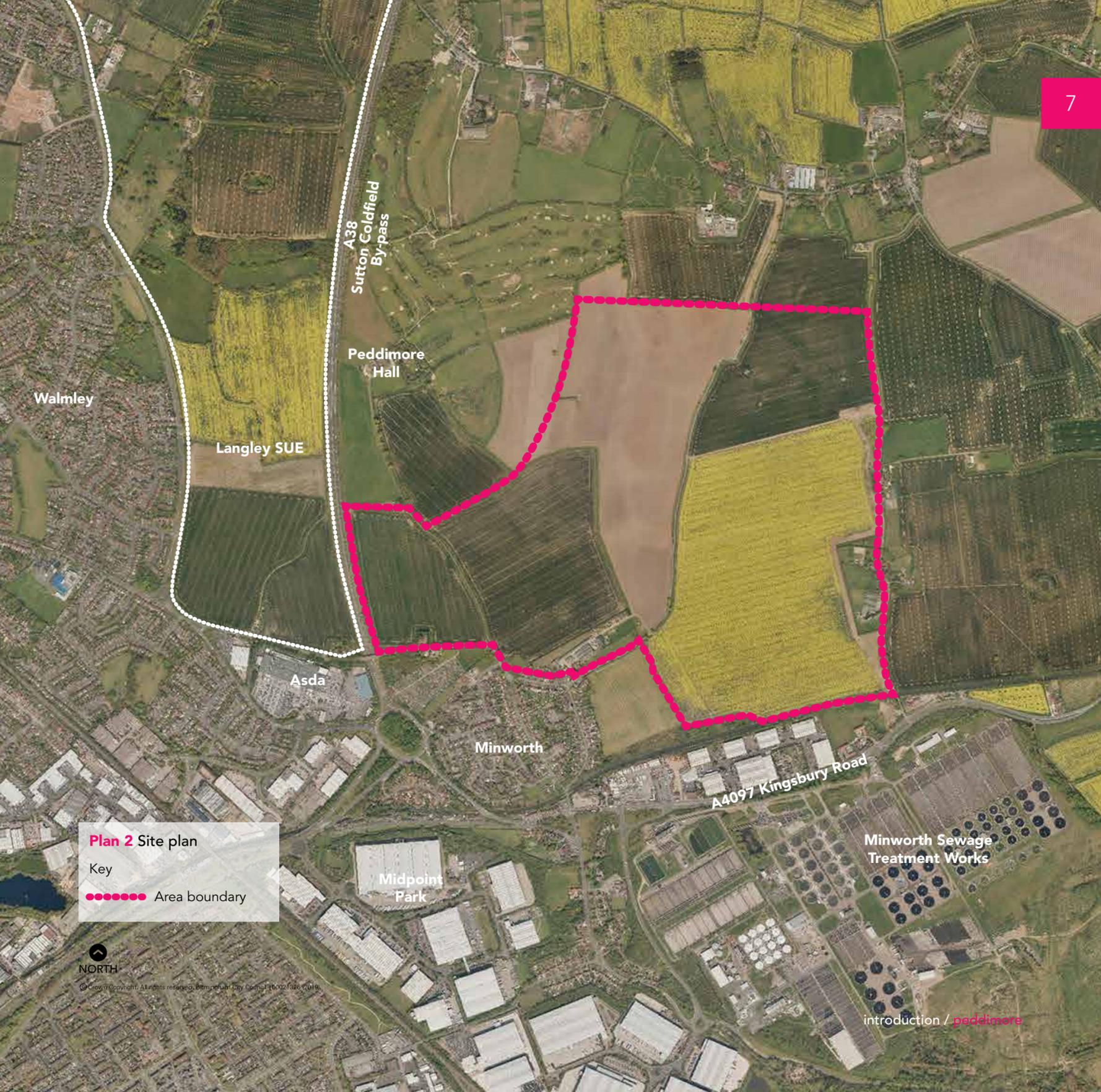
investment. In line with the National Planning Policy Framework, this SPD adds detail and guidance to the statutory BDP, expanding on core policies (including GA6) to ensure the cohesive, coordinated and comprehensive development of the allocated site. The draft SPD was subject to a public consultation in Autumn 2018, and this led to changes to the final SPD.

This SPD sets out a clear framework and principles of what is expected from the development at the site-wide level, with

flexibility to ensure detailed approaches are established through the planning application process. Alongside other policies and guidance, it is a material consideration when determining planning applications on this site. The SPD will be subject to regular review with key partners to ensure the detailed guidance remains relevant throughout the development.



Plan 1 Advanced manufacturing companies - city wide





2VISION ION

To create an exemplar and distinctive industrial development that provides the highest quality space with supporting infrastructure to attract new businesses in key growth sectors, including advanced manufacturing.

The site's scale, access to the motorway network and major conurbations with first class connectivity and availability of skilled local labour, will make Peddimore a highly successful development that is a desirable place for businesses to invest, operate and grow. Through the provision of new employment space, the development will support significant new jobs and training opportunities for local people.

A masterplan-led approach, informed by the illustrative framework (Plan 3), is vital in successfully delivering the vision for Peddimore. This will set out in detail what development is going to take place and where, ensuring that development of business space and supporting infrastructure happens in a comprehensive and coordinated way.

The vision will be secured through key development principles that will guide the overall masterplan and quality of place. They will ensure that Peddimore is a success in the long term and is integrated into the local area.

The key development principles are set out as:

Connectivity

Development at Peddimore will provide for sustainable travel, promoting walking, cycling and high quality public transport. A new strategic junction on the A38 and improvements to the existing road network are central to the transformation of the area.

Design

A strong design-led approach will be taken to ensure that buildings and infrastructure contribute towards creating the highest quality place that successfully integrates into the surrounding landscape.

Sustainability

Peddimore will deliver a multi-functional green infrastructure network, where valuable landscape and ecological assets are enhanced, increasing biodiversity and habitat connectivity. Buildings will also contribute towards these networks and will meet high sustainability standards.

Plan 3 Illustrative framework

- Key
- Peddimore boundary
 - Developable area
 - A38 gateway
 - Main vehicle routes
 - Pedestrian and cycling routes
 - Peddimore Brook corridor
 - Development areas
 - Landscape setting





Illustrative masterplan to show what Peddimore could look like. The design will be detailed through the planning application process

Establishing sustainable travel patterns, which prioritise walking, cycling, public transport and freight movement from the outset is a key aim for Peddimore that will impact on the design, layout and phasing of development.

A clear transport strategy will be put in place, underpinned by a Transport Assessment (informed by the Sutton Coldfield transport model) and travel plan. This also needs to consider mobility options such as autonomous vehicles. The strategy will be delivered through a Green Travel District to promote the use of sustainable modes of travel during construction and operation of the site.

The details of the transport strategy will be set through the planning application process, and will include investment in the local transport network (including traffic management) to mitigate the effects of the development, and will provide access to existing properties. The BDP transport evidence base should be utilised in setting the detailed transport strategy for the development.

Strategic access

A major access into Peddimore will be created on the A38 to connect Peddimore and the adjacent Langley SUE to the local and national road network.

This access point will need to be designed to accommodate high quality public transport, including Sprint/Rapid Transit services, and HGV freight vehicles. It will provide a separate bridge crossing for pedestrians and cyclists into the development. The junction will need to be designed as a high quality gateway to emphasise the sites importance as a leading business destination.

Junction 9 on the M42 will also be vital for Langley SUE and Peddimore. Developers will need to work with Highways England, Warwickshire County Council and Birmingham City Council to deliver an appropriate solution to this junction to accommodate traffic movements.

Walking and cycling

Peddimore will be served by a network of pedestrian and cycle routes that connect into the wider City network, including links to rail stations (existing and proposed). An internal network of routes will serve all buildings to ensure walking and cycling is an option for all. Where appropriate, the design of streets and routes should follow Sport England's 'Active Design' principles.

All routes need to be convenient, safe, attractive and designed to an adoptable standard and in line with the West Midlands Combined Authority Cycling Design Guidance, with suitable surface materials, lighting, wayfinding/signage and crossing points. Cycle tracks, separated from vehicle traffic, will be required along the road network, serving both sides of the streets as part of a clear network of routes. Potentially this could be within landscaped areas.

The nature of the industries at Peddimore means employees will be arriving and leaving at various times of the day. Routes will need to be overlooked from building frontages in suitable locations and well lit so they can be used at night.

Pedestrian and cycle routes will connect into existing networks in the area, and links via Wishaw Lane, Peddimore Lane, Walmley Ash Lane, Cottage Lane and Wiggins Hill Road will be enhanced. Existing public rights of way will be retained, or high quality, convenient alternatives will be provided.

Cyclists and pedestrians will be able to move between Peddimore and Langley SUE using a dedicated bridge across the A38, segregated from vehicular traffic. Routes will connect Peddimore with the local area, including links to key destinations, such as Langley SUE, Sutton Coldfield Town Centre, Walmley and other Local Centres, rail stations (existing and proposed), Birmingham and Fazeley Canal and to the wider countryside.

Sprint/Rapid Transit and high quality public transport

A public transport strategy will be required for the site to demonstrate how the Sprint/Rapid Transit and other high quality bus services can serve Peddimore and Langley SUE. It will need to support sustainable commuting to the site (including links to existing, and consideration of access to proposed, rail stations), allowing quick and efficient access from the local area, wider City and beyond.

High quality bus services will be vital to the delivery of Peddimore, including access to Sprint/Rapid Transit services. A Transport for West Midlands (TfWM) detailed study will determine the most feasible and effective routing for Sprint/Rapid Transit to serve Langley SUE and Peddimore. In the earlier phases, the Sprint/Rapid Transit route on Langley SUE offers an opportunity for Peddimore to have early nearby connections to this service. Subject to feasibility studies, Sprint/Rapid Transit will be extended to Peddimore after 2026 as part of the Sutton Coldfield to HS2 Interchange route.

Developers will need to liaise with the promoters of Langley SUE, TfWM, Birmingham City Council and bus companies to ensure a coordinated and effective approach to support the phasing and delivery of public transport that

addresses the needs of both sites. The transport assessment and travel plan for the development will need to include research about potential occupiers and shift patterns to ensure that public transport services are provided when required, avoiding and managing peak travel times appropriately. Conditions will be attached to planning permissions to ensure the delivery of public transport is linked to the occupation of buildings on Peddimore.

Developers will need to put in place public transport infrastructure to serve the site. The primary routes need to be able to accommodate Sprint/Rapid Transit (vehicles of 18m length) and bus services (TfWM design guidance will need to be followed). Stops should be suitably located and, where provided, be within 400m of the main entrance of each building, on roads with appropriate shelters, have real-time travel information, and link to walking and cycling routes. Where possible and viable, turn around areas and layover opportunities should be provided, and comfort facilities for drivers should be explored with bus operators and TfWM.

Consideration should be given to the suitability for a park and ride facility to serve the Sprint/Rapid Transit corridor. This could boost patronage on Sprint/Rapid Transit and ease pressure on the wider road network. This is being considered through a TfWM detailed feasibility study.

Access for freight and other vehicles

A hierarchy of streets is needed to serve and give a legible structure to the development, and to ensure safety and ease of access. Primary routes on the site will be via the new junction on the A38, and will accommodate the highest volumes of traffic (designed for speeds of 30mph), with secondary routes providing access to new premises (designed for speeds of 20mph). Impacts from vehicle

movements on residents near the site will need to be minimised. Emergency vehicle access points will also need to be provided, likely to be via Wishaw Lane to the north and south of the site.

Roads should ensure City Council standards are achieved for highway management and safety (including visibility splays), as well as contribute to the delivery of successful place-making on Peddimore. This will include landscaping on roads with grass verges and high quality structure planting to contribute to green infrastructure networks. Potential conflicts between commercial vehicles, cars, cyclists and pedestrians, will need to be designed out (including road safety audit procedures).

Parking

Parking and servicing should contribute towards overall place-making, ensuring the delivery of an efficient, comprehensive and sustainable transport system, and make efficient use of land. An updated Car Parking Standards SPD is under preparation, and this will apply standards commensurate with the accessibility of locations. It will also set out standards for low emission vehicles, powered two-wheelers, car clubs, people with disabilities, and cycle parking.

Appropriate parking provision for HGVs and freight vehicles (including overnight parking) will need to be provided on the site. Cycle parking should be safe and accessible to encourage its use. Secure and well lit cycle parking and shelters will be conveniently located close to the entrance of buildings. To avoid inappropriate parking in nearby residential areas, parking management should be monitored and measures introduced where appropriate and necessary, and should be linked into a site wide Travel Plan/coordinated individual Travel Plans.



The design of Peddimore will be a defining feature to create the highest quality of development. The approach will produce a business environment that is functional, distinctive, safe, sustainable and integrated with the surrounding landscape and green infrastructure networks.

A site-wide masterplan, informed by pre-application discussions and design review, will be required to visualise and develop a common understanding of the place that Peddimore will become. It will make the most of the sites topography, retain and enhance existing valuable landscape and heritage assets, and consider and create a series of interesting views.

The layout of Peddimore must be within the developable area of the site (71ha), including all employment land uses. The BDP requires a minimum of 40ha to be safeguarded for general and light industrial uses (Use Class B1(c) or B2), and it is envisaged that this will be delivered through both phases of the scheme. There is no limit on the amount of floorspace that development can bring forward, either on a plot by plot basis or overall, as long as it follows the principles set out in this SPD and the BDP, including meeting the requirements of the Best Quality Employment Land Portfolio (BDP Policy TP17).

Ancillary uses which serve and support the creation of a high quality and attractive environment for business staff and visitors will be supported where they are of an appropriate scale, in suitable locations and coordinated with provision on Langley SUE. Other enabling works (including utility requirements, infrastructure and landscaping) can fall outside the developable area where they relate to

measures to ensure the successful delivery of the site, are appropriately sited and mitigate visual impacts. The detailed locations for the requirements of this SPD will be agreed as part of the determination of planning applications.

Building design

New buildings at Peddimore will need to be designed to the highest and safest standard, contributing to a quality environment. They will need to be of high architectural and sustainability standards, with active elements, such as offices, reception areas and stairwells, forming strong features that animate and add interest to the public realm. Glazing areas should be maximised to allow views in to and out of buildings that enhance how it relates to its setting. This is most applicable to office elements, however it can also improve the work environment in other parts of the building and, by allowing views in, add interest to the surrounding public realm. Architectural detailing and use of materials should provide additional interest, particularly through innovative design of offices and entrance features. The images in this SPD illustrate how different design approaches can create architectural interest. Design will need to be considered in line with BDP policy TP3 on sustainable construction.

Whilst buildings will be visible from some places around the site, the layout of Peddimore will need to utilise measures to soften the appearance and break up the scale of buildings to reduce the visual impacts of the development. Subject to topography and local context, buildings should not stand more than 20m high to haunch (giving a clear internal height of 20m) and not more than 23.5m to the apex of the roof (measured from the floor

level). In the central parts of the site, taller buildings may be acceptable subject to addressing any adverse impacts, including visual amenity and historic environment considerations.

The use of green and brown roofs will be strongly encouraged to integrate the roofscape into the landscape, and to support ecology networks and sustainable water management.

Plot layouts should be designed so that buildings generally hide service yards from public view, with additional screening provided by structure planting. Service yards will need to allow articulated vehicles to manoeuvre and leave in a forward direction. The need for security fencing should be minimised, and, where required, it should be of a relatively unobtrusive design (such as green mesh), kept as low as possible, set back a significant distance from streets and public spaces, and integrated with landscape treatment to mitigate its visual impact.

Heritage assets

Heritage assets around Peddimore include listed buildings at Forge Farm House, Wiggins Hill Farm, Birmingham and Fazeley Canal and Peddimore Hall, where the moat and associated land is a Scheduled Ancient Monument. There are also known and potential archaeological deposits in the area. The design of the development will be required to protect and enhance archaeological features and the character and setting of heritage assets, in line with national policy and BDP policies TP12 and GA6. Archaeological excavations will be required in advance of development, followed by analysis of the results and publication of reports.

Lighting

Lighting will need to be appropriate to its purpose to meet the needs of occupiers, and must minimise impacts on the surrounding area, ecological receptors, landscape and visual amenity. It will need to utilise good quality 'dark sky' fittings, directed downwards and with no spillage above the horizontal to avoid light pollution. Consideration should be given to using responsive and low/zero carbon lighting on walking and cycling routes.

For access roads and car areas, all mounting heights for lighting should be between 8m to 10m. For HGV loading, access and docking areas, all mounting heights should be between 10m to 12m. All units will have flat glass and mounted horizontally. Lighting will also need to comply with national lighting standards and best practice.

Public art

Public art can play a strong role in shaping places and contributing to local identity, supporting the implementation of BDP policy PG3. On Peddimore, public art will need to add to the development's identity, with key opportunities on the A38 gateway and integration into the landscape to mark footpaths and cycleways within and around the site. Feature lighting can be used to highlight building frontages and other site features.



Sustainability and green infrastructure are key elements in making sure that Peddimore is a success in the long term. The environment and buildings on the site all have a role to play in delivering a sustainable development which responds to the sites local context. The development of Peddimore will need to have a measurable long term commitment to delivering net gains for natural capital. An Environmental Impact Assessment will be needed for the site which will inform the development of the detailed masterplan.

Green infrastructure

Green infrastructure will be a defining feature of Peddimore, and has a crucial role in delivering the highest quality development. It will need to provide an attractive and multi-functional landscape that integrates development with the surrounding area and provides for informal recreation use by the local community. The landscape framework will include woodland planting, reinstatement of hedgerows, new walking and cycling routes and wildlife habitats. Social spaces should be provided where people on the site can meet, with potential to host facilities/services such as food stalls and events.

Existing landscape and ecological assets need to be protected as far as possible in line with BDP policies TP6-9, including mature trees and hedgerows, with overall measurable net gains for biodiversity. Open space should be designed for sustainable long term maintenance and environmental protection, with barriers to prevent inappropriate vehicle access. Peddimore Brook will be a key feature of the development, within a significant green corridor (around 40m-60m wide) running through the site. The approach

will require the Brook to be re-aligned and naturalised, taking the opportunity to open up culverted sections where feasible. Other blue infrastructure, including wetland areas, need to be created throughout the site for sustainable drainage, and should be designed as valuable landscape and habitat features, preferably within publicly accessible green spaces.

Green infrastructure links and wildlife corridors will need to permeate the site and connect to the surrounding networks. In addition to the main landscaped areas, green corridors should also feature within roads, on buildings and between plots. Measures should include green roofs, green walls, and rain gardens as part of sustainable drainage, street trees and amenity planting.

As part of the approach to mitigate the effects of development (including noise), woodland planting around the edges of the site should be as naturalistic as possible, and hedgerow planting should reinstate areas of historic field patterns on the higher land north and east of Peddimore.

Planting will need create key vistas, enhance the setting and appearance of buildings and screen elements of the development where needed (such as service yards). Planting must also have ecological value, including the use of locally native species, pollinator-friendly and climate-resilient plants, and be managed in an ecologically sensitive manner. Non-native species could be used to highlight key locations, such as site entrances. Features such as bat roost units, bird nesting boxes and refuges for invertebrates should be provided for additional wildlife value. Ecologically sensitive lighting strategies will be implemented to ensure the impact of lighting on landscape and wildlife is minimised.

Habitat creation and enhancement should be informed by the ecological strategy for Birmingham and the Black Country, Birmingham and Black Country Nature Improvement Area themes, and the local Biodiversity Action Plan.

Planting design needs to be considered from the outset alongside utility easements, building layout and landform. This will ensure appropriate conditions, phased plant establishment and growth to fulfil its role, and ongoing management and maintenance arrangements.

Sustainable drainage and flood risk management

Peddimore will incorporate Sustainable Urban Drainage (SUDs) in line with BDP policy TP6. The surface water drainage strategy will be integral to the development masterplan and proposed measures need to make a positive contribution to the green infrastructure, streets and buildings on the site.

The overall design approach for watercourses should seek to re-naturalise, enhance and preserve the water corridors, and seek to reduce and contribute towards the management of pollution before water enters any watercourse (such as urban runoff or from previous land uses).

All sources of flood risk will need to be assessed and mitigated, including impacts downstream from the development, to ensure flood risk is not increased, and where possible reduced. This will need to comply with requirements for local water bodies under the Humber River Basin Management Plan. The strategy will need to demonstrate no additional spill to the water environment, including any cumulative impact.

The fluvial flood risk from Peddimore Brook will need to be assessed and opportunities taken to naturalise and re-align it, including de-culverting, to restore its natural character and integrate it into the landscape and walking and cycling routes on the site (initial Flood Risk Assessment and hydraulic modelling has identified the need for new ponds/wetlands). The Brook will need to remain as an open water habitat running north to south, linking to off-site blue infrastructure to the north and Birmingham and Fazeley Canal to the south. Reduction in the risk of blockage should be achieved by minimising crossings over watercourses (where necessary, these should be a minimum of 600mm above the 1 in 100 year plus climate change flood level).

Surface water discharge rates shall be limited to the equivalent site-specific greenfield runoff rates for all return periods up to the 1 in 100 year plus climate change event. Consideration will also need to be given to exceedance flows (greater than the 1 in 100 years plus climate change rainfall events). A perimeter drain should be installed around the site to intercept any runoff coming from higher ground, with the discharge route to be agreed with the City Council.

The overall strategy needs to also consider building and plot-level measures, such as rainwater harvesting, and permeable paving. Surface water conveyance systems should give precedence to swales and filter trenches over traditional pipework. Information on the operation of the drainage network should be set out, outlining the details of the responsible party and the site specific management and maintenance schedules.

Energy and utilities

Enhancing the environmental performance of buildings on Peddimore is an important part of making sustainable development, and will have a number of benefits for occupiers in achieving lean and green future operations. Buildings will need to aim to achieve BREEAM excellent accreditation as a minimum in line with BDP policy TP3, and are expected to achieve an Energy Performance Certificate (EPC) A rating.

Developers will also need to ensure that other sustainability policies of the BDP are addressed by examining every aspect of building and infrastructure design and operation. Design and siting of energy and utility infrastructure needs to be considered from the outset to ensure it fits in with building and landscaping design. Developers should liaise closely with relevant agencies and service providers to ensure that sustainable power, water, waste and digital infrastructure services are delivered when required and maintained.

The masterplan and subsequent development proposals will need to demonstrate a site-wide energy strategy for the use of low/zero carbon energy generating technologies (BDP policy TP4). A holistic approach to energy consumption across buildings and transport should be deployed. This will need to include consideration of how the power, heating and cooling demand can be met by on-site energy generation from low/zero carbon sources. Where possible, local renewable energy supply should be utilised and consideration should also be given to:

- Potential connection to off-site sources of local renewable energy supply.
- The use of solar photovoltaic panels, solar thermal, and air and ground source heat pumps.

- Alignment between building energy use and vehicle charging or fuelling infrastructure.
- Energy from gases from the Minworth sewage works.
- Monitoring and smart metering; lighting and boiler specification and controls.

Air quality

Peddimore will need to take a proactive approach to its master planning and infrastructure development to make a positive contribution to managing air quality in the City (BDP policy TP44). This needs to take a lead in promoting sustainable energy, green infrastructure and transport to reduce its environmental impact, and contribute to mitigating/reducing air quality exceedances in the City. The design of the development should contribute towards reducing exposure to air pollutants.

Waste as a resource

Development will need to support the City's waste strategy in prioritising reduction, reuse, recycling and then recovery of waste. This includes allowing appropriate space for waste collection arrangements for businesses on streets and plot layouts. Infrastructure on Peddimore needs to support the management of waste up the waste hierarchy, during construction and operation, with opportunities explored to link this to the site-wide energy strategy.



3 DELIVERY
ERY

In order to achieve the quality of place that is required by the BDP and this SPD, a comprehensive approach to the sites planning, development, delivery and long term maintenance is needed. Making this happen requires commitment from developers, the City Council and other stakeholders to deliver this shared vision. Best practice case studies can offer a benchmark for this development, and relevant guidance and standards will be referred to and put in place through the planning application process.

Working in partnership

The City Council, as the owner of the majority of the site, is implementing a delivery strategy to realise the development potential. IM Properties has been appointed as the development partner to bring forward key infrastructure and the first buildings on Peddimore, with the remaining land being kept within the City Councils ownership.

Working with key stakeholders (including other landowners/developers, TfWM, the Town Council, local communities and Councillors (currently represented through the Consultative Forum) and site occupiers), the City Council will continue to have an important role in overseeing and coordinating all stages of the development. There is a need to:

- Ensure the planning infrastructure and phasing of development in accordance with relevant delivery plans, and coordinated with the development of Langley SUE.
- Require and monitor the delivery of consistent high quality of development in accordance with the guidance and principles set out in this SPD and the BDP.
- Agree the delivery of long term management and governance arrangements for the development.

There will need to be a Public Engagement Strategy for the site, setting out how local people and businesses will be encouraged to have a meaningful stake in the estate as it develops. This will need to include

a clear approach for keeping people up to date on progress of the development, including impacts in the local area during construction. Coordination should be made with the Langley SUE development to build community relations.

Development phasing and infrastructure delivery

New employment space at Peddimore will need to be accompanied by the timely, suitably located and coordinated delivery of infrastructure, including major highway works, public transport, walking, cycling, health, green spaces and utilities. The development will come forward in phases, the first of which will provide the key infrastructure to serve the whole site (including sustainable transport and landscaping proposals). This will provide essential services for future occupiers, assist in place-making and establish Peddimore as a premier place to invest and work.

A Delivery and Phasing Plan will need to accompany proposals. This should fix the key elements required from development and be flexible enough to respond to changing market conditions. Periodic reviews of this plan will be carried out by the City Council and partners to ensure that they remain relevant during delivery. This will be informed and supported by site-wide strategies covering key infrastructure to ensure a clear approach is in place to deliver the vision.

The costs of infrastructure will be met by developers and landowners, including the City Council, from the value generated by the development. These are expected to be secured through appropriate planning conditions and/or captured in a Section 106 agreement attached to planning permissions. In addition to the infrastructure set out in this SPD, other needs arising from the development will also be considered where they meet the legal tests for planning obligations.

Management and maintenance

Through the site-wide strategies based on the requirements of the SPD and BDP, developers will need to demonstrate that a long-term strategy and business plan is in place for the funding, management and upgrade of infrastructure and assets.

Infrastructure to be adopted by the City Council must be built to appropriate standards, with funding provided by the developer to cover maintenance and other appropriate costs (such as the management, implementation and monitoring of Travel Plans), with the period of payments to be agreed with developers.

Where infrastructure is not adopted by the City Council, the developer will need to demonstrate that it is sustainable, City Council standards have been applied, it meets recognised quality standards, and it has long-term management, maintenance

and renewal arrangements in place. In the case of green spaces and landscaping, the City Council may not adopt these assets, or may do so on an interim arrangement, with a view to transferring the asset to a management company or other suitable organisation. Support will be given to communities to facilitate this process.

Business support and training packages

Local people in Birmingham have a wealth of skills and knowledge that will be invaluable to businesses located in Peddimore. As the development partner, IM Properties has made a commitment to support communities by helping disadvantaged people into work, funding people onto the Building Birmingham Scholarship, and directing 50 per cent of its spend with local suppliers and small and medium size enterprises. The City Council will explore further local employment opportunities through the use of targeted employment strategies to link training to employer demand (BDP policy TP26).

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