

Appendix 1 - Policy review

Birmingham City Council
Development Management in Birmingham – Development Plan Document (Publication Version issued 2 September 2019)

Policy No	Policy requirement	Cost implications for developments
DM1	<p>Air quality</p> <p>Developments will need to contribute towards management of air quality, including mitigation measures such as low and zero carbon, green infrastructure. Developments should include vehicle charging points and should consider the introduction of car clubs</p>	<p>Cost of reducing carbon emissions from developments. Cost of green infrastructure. Cost of vehicle charging points.</p>
DM2	<p>Amenity</p> <p>Development must be appropriate to its location. Council will consider the impact of developments on visual privacy and over looking; sunlight, daylight and overshadowing; aspect and outlook; access to amenity space; noise, vibration odour, fumes etc; safety considerations; compatibility of adjacent uses; and cumulative impacts of development proposals in the vicinity on amenity.</p>	<p>Predominantly land use issues which may affect the ability of certain sites to be brought forward. No specific cost implications for developments.</p>
DM3	<p>Land affected by contamination, instability and hazardous substances</p> <p>Proposals for new development will need to ensure that risks associated with land contamination are fully investigated and addressed by appropriate measures to minimise or mitigate harmful effects to human health and the environment.</p> <p>Developments will be required to submit a risk assessment where land is known to be contaminated or unstable.</p> <p>Developments within the vicinity of existing hazardous installations will only be permitted where all necessary safeguards are in place as required by Control of Major Accidents Hazards (COMAH).</p>	<p>Standard requirement for development and would be addressed through normal fees budget. Developers would not be able to sell units unless contamination caused by historic uses has been addressed.</p> <p>Cost of risk assessment deminimis.</p> <p>Predominantly a land use issue. Any abnormal costs associated with safeguards addressing adjacencies with hazardous facilities should be reflected in land value.</p>

Policy No	Policy requirement	Cost implications for developments
DM4	<p>Landscaping and trees</p> <p>All developments to provide high quality landscapes and townscapes that enhance existing landscape character and green infrastructure network. This should include the provision of new trees and support habitat creation.</p> <p>Developments to avoid the loss of/minimise harm to existing trees, woodland or hedgerows including but not limited to trees protected by TPOs. Loss of trees to be justified by an Arboriculture Impact Assessment.</p>	<p>Developments typically incorporate hard and soft landscaping works. Extra-over cost added for enhanced quality of landscaping.</p> <p>May impact on the built form or quantum of development on sites which have protected trees.</p>
DM5	<p>Light pollution</p> <p>Developments which provide external lighting should seek to mitigate adverse impacts of such lighting on amenity and public safety. Must also be energy efficient.</p>	<p>No particular cost implications.</p> <p>Cost of lighting assessment report will be de minimis and included within overall professional fees budget.</p>
DM6	<p>Noise and vibration</p> <p>Development to be designed to reduce exposure to noise and vibration.</p> <p>Developments which generate noise and/or vibration to be subject to an assessment of the impact of this noise on neighbouring residents. Measures to mitigate impacts to be proposed.</p> <p>Sensitive developments (including residential) to be assessed for impact of existing or planned sources of noise and vibration. Adverse impacts to be mitigated.</p>	<p>This would be a market requirement necessary to achieve sales in a timely manner.</p> <p>Cost of assessment de minimis. Market requirement for mitigation in order to achieve sales in a timely manner.</p>
DM7	<p>Advertisements</p> <p>Addresses siting and appearance of advertisements; requirements to avoid obscuring architectural features; avoiding creating dominant skylines; and designed to preserve or enhance the character or appearance of any heritage assets which are affected.</p>	<p>No impact on development proposals. Will mainly impact on revenues that existing building/site owners can secure from letting space for advertisements and is not a matter that will impact on development viability.</p>

Policy No	Policy requirement	Cost implications for developments
DM8	<p>Places of worship and other faith related community facilities</p> <p>Sets out preferred locations for the development of places of worship and faith related community uses to ensure that there are no unacceptable impacts on local amenity, parking, public highway safety. Sites to be suitable for the scale of facility proposed and the number of users it would attract.</p>	Land use issue only.
DM9	<p>Day nurseries and early years provision</p> <p>Defines criteria for assessing suitable locations for the development of day nurseries and similar facilities, including accessibility by walking, cycling and public transport; avoids unacceptable impacts on local amenity, parking and highway safety; sites are appropriate for its purpose in terms of setting, scale and number of children proposed; and has access to sufficient suitable playspace.</p>	Land use issue only.
DM10	<p>Standards for residential development</p> <p>Developments to meet Nationally described space standards</p> <p>Major development should include a proportion of accessible and adaptable homes as defined by Building Regulations Part M4 (2) unless financial unviable.</p> <p>Separation distances between buildings should protect residents' privacy and outlook.</p> <p>New development to provide sufficient private useable outdoor space appropriate to the scale and function of the development.</p> <p>Development to ensure adequate outlook and daylight to dwellings, including existing homes, in line with long established 45-degree code.</p> <p>Exceptions to the requirements above will be considered in order to deliver innovative high quality design, or to deal with exceptional site issues, or respond to local character.</p>	<p>Space standards incorporated into viability testing</p> <p>Tested in appraisals.</p>

Policy No	Policy requirement	Cost implications for developments
DM11	<p>Houses in multiple occupation (HMO)</p> <p>Addresses conversions of existing houses into HMOs and development of new HMOs.</p>	<p>With regards to development of new HMOs, the policy directs where they can be located in relation to other housing stock. Consequently, this is a land use impact rather than viability related.</p>
DM12	<p>Residential conversions and specialist accommodation</p> <p>Criteria for the conversion of existing residential property.</p>	<p>No impact on the viability of new build development.</p>
DM13	<p>Self and custom build housing</p> <p>Encourages (but does not compel) developers to “consider incorporating” an element of self-build plots into development schemes as part of the housing mix.</p> <p>Affordable self-build plots will be considered and encouraged in place of affordable housing units.</p>	<p>There should be no impact on viability as the plot price payable by purchasers of self-build plots will be based on the residual land value generated by the development. It will be an equivalent plot price that would be generated by the Developer’s own units, both in the case of private housing and affordable.</p>
DM14	<p>Highway safety and access</p> <p>Requires that new development takes safety of highways users into consideration and that it does not have an adverse impact on highway safety.</p> <p>Requires that developments provide safe, convenient and appropriate access for all users.</p> <p>Developments should provide for the efficient delivery of goods and access by services and emergency services.</p> <p>Developments generating significant amounts of traffic to be accompanied by a Transport Assessment. Developments should be located in locations which are readily accessible by sustainable transport modes.</p>	<p>Standard requirement for development.</p> <p>Predominantly a design issue – unlikely to result in additional costs.</p> <p>Standard requirement for development.</p> <p>Cost of TA de minimis.</p> <p>Land use issue.</p>

Policy No	Policy requirement	Cost implications for developments
	<p>Developments required to implement a Travel Plan to encourage use of sustainable modes of transport.</p> <p>Unnecessary access points to the strategic highway network to be avoided.</p>	<p>Cost of TP de minimis.</p> <p>No additional cost.</p>
DM15	<p>Parking and servicing</p> <p>Development required to contribute to the delivery of an efficient comprehensive and sustainable transport system.</p> <p>New development required to ensure that the needs of the development are catered for, including disabled parking, cycle parking and vehicle charging points.</p>	<p>Costs of provision incorporated into allowances in appraisals for external works.</p>
DM16	<p>Telecommunications</p> <p>The Council will promote the development of an advanced communications structure.</p> <p>New developments to consider opportunities for sharing masts or sites; and demonstrate that there are no suitable alternatives available in the locality. Any new equipment to be sited to minimise impact on visual and residential amenity.</p> <p>Equipment placed on buildings should be designed and sited to minimise the impact on the external appearance of buildings.</p> <p>Equipment should not have unacceptable harm on areas of ecological importance and areas of landscape importance.</p> <p>Equipment to conform to the International Commission on Non-Ionising Protection guidelines.</p>	<p>None of these requirements have a cost implication for developments; new developments will require access to up to date telecoms and broadband infrastructure and developers will factor provision into their scheme costs.</p> <p>Policies relating to siting of new equipment are unlikely to impact on development, as they relate in the main to equipment placed on existing buildings. The requirements may impact on revenue received by landowners whose sites are judged to be unsuitable locations for new equipment.</p>

Local Plan (Birmingham Development Plan) Adopted January 2017

Policy No	Policy requirement	Cost implications for developments
PG3	Requires that new development demonstrates high quality design quality, contributing to a sense of place.	Design allowed for within professional fees allowance
TP1	Reducing City's carbon footprint 60% reduction in carbon footprint from 1990 levels by 2027 through other specific BPD policies.	See comments on specific BDP policies below.
TP2	Adapting to climate change Refers to other BDP policies. Requires developments to minimise use of Air Con systems Provide green infrastructure and green roofs where feasible and viable.	No cost implications of reducing use of air con systems. Green roofs to be provided where viable only.
TP3	Sustainability construction requirements Requires that developments meet BREEAM excellent standard from the point that zero carbon standards are introduced through the Building Regulations, unless it can be demonstrated that this would make schemes unviable.	Cost allowances for BREEAM factored into the assessment.
TP4	Low and zero carbon energy generation New developments to incorporate provision of low and zero carbon energy generation, including CHP, photovoltaics, wind turbines, biomass or ground source heat.	Standard requirement for schemes now reflected in build costs.
TP6	Management of flood risk Flood risk assessments required. Developments required to manage surface water through Sustainable Drainage Systems (SuDS).	Deminimis cost. Standard requirement now reflected in build costs.

Policy No	Policy requirement	Cost implications for developments
TP7	<p>Green infrastructure network</p> <p>Developments that would reduce green infrastructure will be resisted.</p>	Land use issue only.
TP8	<p>Biodiversity and Geodiversity</p> <p>Sets out policies relating to developments near SSSIs, NNRs, LNRs, SINCs and SLINCs.</p>	Land use issue only.
TP9	<p>Open space</p> <p>Prevents developments on open space, unless it can be demonstrated that the space in question is surplus or where the open space is to be reprovided.</p> <p>Sets out standards for access to public open space throughout the City. New developments expected to contribute to provision of on-site public open space.</p>	<p>Land use issue only.</p> <p>Reflected in normal net to gross site ratios.</p>
TP13	<p>Sustainable management of waste</p> <p>Developments on sites over 5 hectares to have a strategy for prevention, minimisation and management of waste.</p>	De-minimis cost
TP16	<p>Minerals</p> <p>Development sites of over 5 hectares to be investigated for potential mineral extraction prior to development commencing.</p>	Land use issue only. May delay delivery of some sites into later parts of plan period.
TP26	<p>Local employment</p> <p>Encourages developers to identify and promote job training opportunities for local people.</p>	No costs to development.

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TP27	<p>Sustainable neighbourhoods</p> <p>Developments required to demonstrate they meet the requirements of creating sustainable neighbourhoods.</p>	No direct costs to development.																																				
TP28	<p>Location of new housing</p> <p>Directs housing development to particular sites/sites with particular characteristics</p>	Land use issue only.																																				
TP30	<p>Type, size and density of new housing</p> <p>Minimum densities of 100 dph in City Centre; 50 dph in areas served well by public transport; and 40 dph elsewhere.</p> <p>Developments are to provide a range of dwellings to meet local needs and create mixed, balanced and sustainable neighbourhoods. To take account of SHMA; local market assessments; demographic profiles; locality; and market signals and market trends.</p>	No costs for development.																																				
TP31	<p>Affordable housing</p> <p>35 % affordable housing required on schemes of 15 or more units.</p> <table border="1" data-bbox="371 1091 949 1294"> <thead> <tr> <th>Tenure</th> <th>One bed</th> <th>Two bed</th> <th>Three bed</th> <th>Four bed</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Market</td> <td>8.1</td> <td>14.9</td> <td>17.3</td> <td>21.9</td> <td>62.2</td> </tr> <tr> <td>Shared ownership</td> <td>1.1</td> <td>1.2</td> <td>2.2</td> <td>0.3</td> <td>4.8</td> </tr> <tr> <td>Affordable rent</td> <td>3.7</td> <td>11.6</td> <td>5.3</td> <td>0.9</td> <td>21.6</td> </tr> <tr> <td>Social rent/ requires subsidy*</td> <td>1.7</td> <td>3.0</td> <td>1.6</td> <td>5.0</td> <td>11.4</td> </tr> <tr> <td>Total</td> <td>14.6</td> <td>30.8</td> <td>26.3</td> <td>28.1</td> <td>100</td> </tr> </tbody> </table> <p>* Can be provided in either the social or private sector. Note: Figures may not sum due to rounding.</p> <p>Figure 2 Tenure of housing required (as a percentage)</p>	Tenure	One bed	Two bed	Three bed	Four bed	Total	Market	8.1	14.9	17.3	21.9	62.2	Shared ownership	1.1	1.2	2.2	0.3	4.8	Affordable rent	3.7	11.6	5.3	0.9	21.6	Social rent/ requires subsidy*	1.7	3.0	1.6	5.0	11.4	Total	14.6	30.8	26.3	28.1	100	Specifically tested in the viability study.
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Site Residual values - Value I

Policy No	Policy requirement	Cost implications for developments
TP33	<p>Student housing</p> <p>Seeks to focus student housing development on campus. Sets out requirements for off campus developments.</p>	Land use issue only.
TP40	<p>Cycling</p> <p>Requires that new developments incorporate appropriately designed facilities which promote cycling as an attractive, convenient and safe travel method.</p>	Inclusion of storage and other facilities in developments.
TP43	<p>Low emission vehicles</p> <p>New developments to include adequate provision for vehicle charging points.</p>	Included in DMB policies.
TP44	<p>Traffic and congestion management</p> <p>Prevention of development on transport grounds where the residual cumulative impacts of development are severe.</p>	Land use issue only.
TP45	<p>Accessibility standards for new development</p> <p>Requires new developments which generate more than 500 person trips per day should aim to provide appropriate levels of public transport provision to main public transport interchanges at most relevant times of day.</p> <p>Cycle access with cycle stands to be provided.</p>	<p>Land use issue – directs larger developments towards areas of the city with high levels of public transport accessibility.</p> <p>Cycle storage provision addressed in DMB policies.</p>
TP46	<p>Digital communications</p> <p>New developments to include appropriate infrastructure – wireless and wired – to provide high speed internet access.</p>	Standard requirement that occupiers would expect to be provided and included as standard development cost.