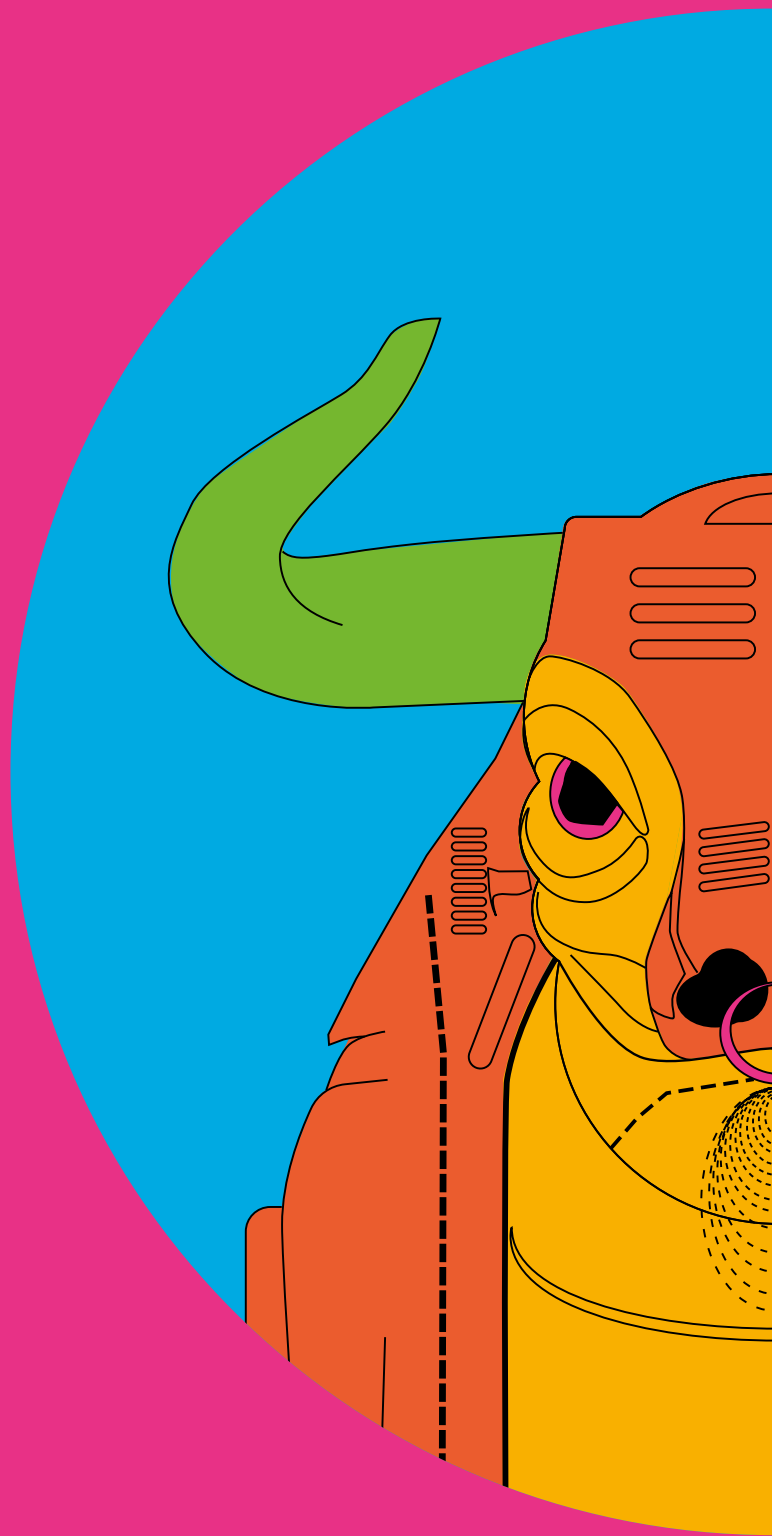


Our Future City

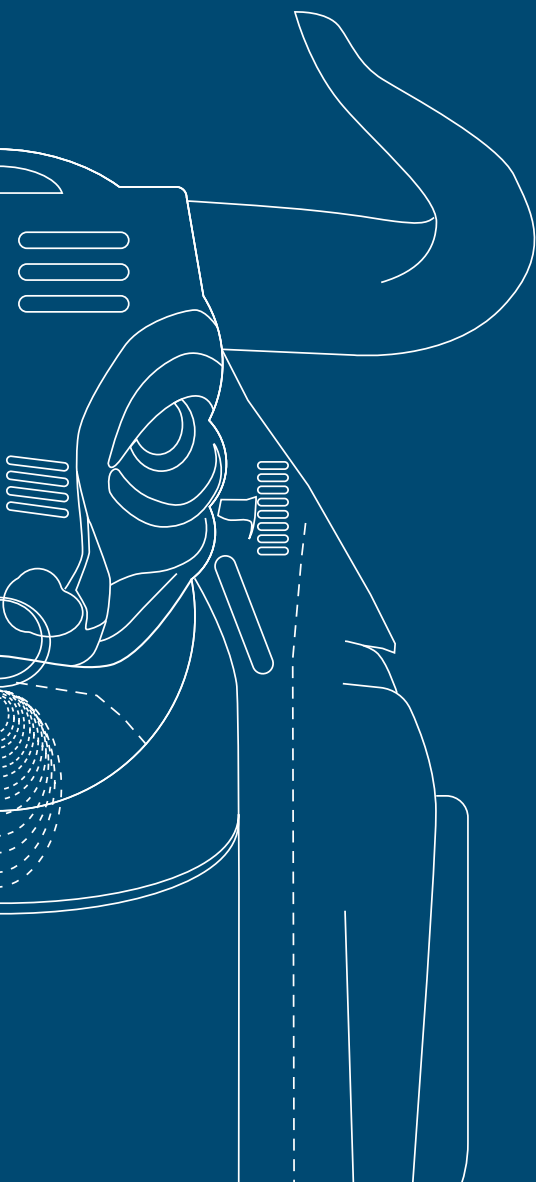
CENTRAL BIRMINGHAM FRAMEWORK 2045



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FOREWORD



OUR FUTURE CITY

Central Birmingham Framework 2045 is a bold and exciting vision of a greener, safer, better connected and more inclusive Birmingham – a 21st Century city that continues to evolve to meet the needs of a young and growing population.

Our city is attracting unprecedented levels of investment and development, providing more jobs and new homes, building on the foundations of the city's remarkable transformation over the last 30 years.

Now, Our Future City: Central Birmingham Framework 2045 will take us onto the next level, it is arguably the most important strategy written about our city for over a century and is our route map to becoming a greener city with better transport options, a wider range of job opportunities, and higher quality, energy efficient new homes.

The successful engagement on two previous consultation documents has ensured that this framework has a shared vision and wide support to act as place-based investment strategy to unlock new regeneration and growth opportunities and informs the ambition and direction of our statutory planning process for the next 20 years.

Birmingham is a young, diverse, growing city full of immense potential, but this is also a city of immense challenges:

- We declared a climate emergency in June 2019 and must now adapt our built environment for a zero-carbon future.
- Unemployment is double the national average.
- There is a ten years' gap in life expectancy between the poorest and most affluent areas in the city.
- And, most shocking of all, over 40% of Birmingham's children grow up in relative poverty.

We can and must be at the forefront of finding and delivering solutions to tackle those major challenges together, which is why this framework has been developed as a collaborative effort with our civic family of individuals, businesses, and charities, to ensure we are creating a shared vision and strategy for a brighter future.

Vision alone will not transform the city or indeed the lives of our citizens. As ever, the key to success lies in delivery. The Framework's proposals will evolve, with ongoing community engagement on the detail of specific projects. We will be agile to reflect and respond to changing needs and priorities and we will work innovatively with the widest range of delivery partners to develop projects and business cases to unlock funding and investment.

We know that our young citizens and families need high-quality homes they can afford, across a range of tenures and types, to serve a diverse range of housing needs. We also need to ensure our new homes and neighbourhoods are uplifted with improved transport options, and access to green spaces, health, and community facilities. We will also ensure our growing communities have the right social and digital infrastructure and we will equip citizens with the skills and training needed to access the employment opportunities to come. We will remain focussed on the citizens, communities, and businesses of Birmingham in the face of the many challenges that the city faces together. We will build on and sustain inward investment through the completion of schemes such as Paradise and Smithfield, and maximising the potential of HS2, to ensure that we continue to be one of the largest growing city economies in the UK. And we will ensure that continued success for Birmingham means success for the people and communities of Birmingham.

Our Future City Central Birmingham Framework 2045 sets out a clear, city-scale ambition for the next 20 plus years of economic and social growth. It is bold and sets out a comprehensive approach that through collaboration with communities, key stakeholders, landowners, and developers, will help turn vision into reality.

Cllr John Cotton
Leader of Birmingham City Council

INTRODUCTION



AS A CITY, WE HAVE DEMONSTRATED WE ARE BOUND FOR GREATNESS

With a population of over 1.15 million people and an economic output of £27.9 billion per year, Birmingham is the West Midlands regional capital and the UK's second largest city, with an ever-increasing international standing.

Over the last twenty years Birmingham has witnessed a surge in development and investment, providing jobs, homes, improved public transport and public spaces that we need as a growing city. Through collaborative efforts with partners these achievements have reaffirmed our place as the country's premier regional city and a strengthened commercial, financial and cultural centre.

Central Birmingham is home to a population of just over 115,000 people and plays a strategic role in the growth of the city. Over a third of employment within the city of Birmingham is located in the Central Birmingham area with an economic output of £11.3 billion per year.

We are one of the most ethnically and culturally diverse UK cities, with over half of our population from an ethnic minority background. Our diverse communities bring a wealth of creativity, talent, faith, entrepreneurship, and energy to the city. We are also one of the youngest cities in Europe with nearly half of our population under thirty years of age, this represents a bright future for the city and the region. Birmingham is also the home of five major universities and 90,000 graduates annually.

As a city, we delivered an unforgettable Commonwealth Games which set a benchmark for what the city can do on the global stage. It demonstrated what we can expect more of as we look forward to the continued development of Central Birmingham as a place for our citizens to live, work and play. We are investing in our city's infrastructure, and the completion of the Midlands Metro expansion and arrival of HS2 will provide greater connectivity to, from and within the city.

We last set out our vision and strategy for the city centre over ten years ago. That strategy was instrumental in shaping the city centre we have today and achieved many successes. During this period new challenges have emerged including the climate crisis, with the council declaring a climate emergency in 2019 setting an ambitious target of net zero carbon by 2030. Increasing housing demand pressures, cost of living crisis and the challenge of post-covid recovery have also highlighted the need to strive towards a city that works for all.

Our response to these challenges is rooted in our belief in the potential of all Birmingham people to work towards a greener and fairer future together. We need to strive for opportunity for all in order to help achieve a prosperous, inclusive, healthy, safe and green city that citizens can proudly call home.

We know growth and investment in the city doesn't always meet the needs of all our residents. Historically we have been inward looking and we now need to look beyond the city centre to ensure the benefits of inclusive growth are felt by all. This is a plan that will reverberate nationally and internationally; the Bold Proposals included in our Framework set a programme of work for the next 20 years that will be unmatched in the UK and will crucially play a major role in addressing the challenges the city faces. We cannot however do this alone, this framework therefore serves to spark excitement in the city's partners, so we can work collaboratively to deliver the much-needed growth and investment to become a city of international renown.

CENTRAL BIRMINGHAM FRAMEWORK 2045

The Framework sets a strategic vision for Central Birmingham to 2045 to create a fair, inclusive, and green place that benefits all our communities. It provides a strategy to address the challenges the city faces and unlock opportunities for all.

The Framework has been produced as a non-statutory planning document. It sets an ambitious vision for Central Birmingham. It supports the Birmingham Local Plan review by identifying key areas with potential for change. It also sets out proposals and the infrastructure to support the levels of growth and housing development we need to achieve.

The Framework includes a bold vision which sets the ambition for the city to 2045. Alongside the vision, there are six City Themes which outline the key principles that should underpin all development moving forward. Bold Proposals are identified within each area to deliver the vision and City Themes. They set an ambitious programme of work. The City Council will work in partnership with stakeholders and communities to further develop proposals and collaboratively shape the city together. This could include the production of masterplans, development briefs and Supplementary Planning documents. Together these documents will provide the statutory planning tools to support land use change and development activity.

What is Central Birmingham?

Central Birmingham is a collection of vibrant interconnected destinations, living and working communities and neighbourhoods, places and spaces of commerce, making, learning, leisure and culture each having their own identities and opportunities, supported by wider built, social, economic and natural networks.

For the last 30 years, the regeneration and growth of the city centre has been focussed within the area bounded by the A4540 Middle Ring-Road. Previous strategies that focused growth on a central core,

and to develop the unique opportunities of the surrounding quarters, have provided the basis of tremendous change and reaped huge benefits for the city's economy and image.

As we look to the future and tackle new challenges, we must now look outwards, beyond the Middle Ring-Road to include those inner-city areas that have been physically, economically and socially separated from the growth at the heart of the city. The Framework provides a vision and strategy to break down these barriers, to promote and link opportunities, investment and housing that meets community needs, and to ensure the benefits of growth reaches more of our citizens.

The Framework identifies five key areas:

- **City Heart**
Bull Ring, Colmore Business District, Snowhill and Steelhouse, Southside, Town, Westside
- **Central North**
Eastside and Aston Triangle, Gun Quarter, Nechells, Newtown
- **Central East**
Bordesley, Digbeth, Small Heath
- **Central South**
Balsall Heath, Edgbaston, Highgate
- **Central West**
Hockley, Jewellery Quarter, Ladywood, Spring Hill, North Edgbaston

Fig 1. View of the Council House from Victoria Square (right)



Within each of the five areas, the Framework sets out a series of Bold Proposals. These are key interventions identified to deliver the Framework vision and City Themes. A short summary of each bold proposal is included below:

A Bold Future – highlights the key drivers for change:

Growth Zones – areas with identified potential for significant growth and development.

Major Development Sites – sites with existing plans or potential for major mixed-use, commercial or residential development.

Housing Action Areas – residential neighbourhoods with opportunity to improve existing housing stock and facilities and provide additional homes.

Green and Blue Web – public green and blue spaces with opportunity for enhancement and improved connectivity to create a joined-up network.

Connecting Places – key public transport and active travel projects with opportunity to improve connectivity across the city.

Heritage and Culture – heritage and cultural assets to be celebrated, protected and enhanced.

Centres and Communities – neighbourhoods and centres with opportunity for improvement and development to serve local communities.

Revitalising Streets and Squares (only identified in City Heart) – public spaces with opportunity for enhancement.

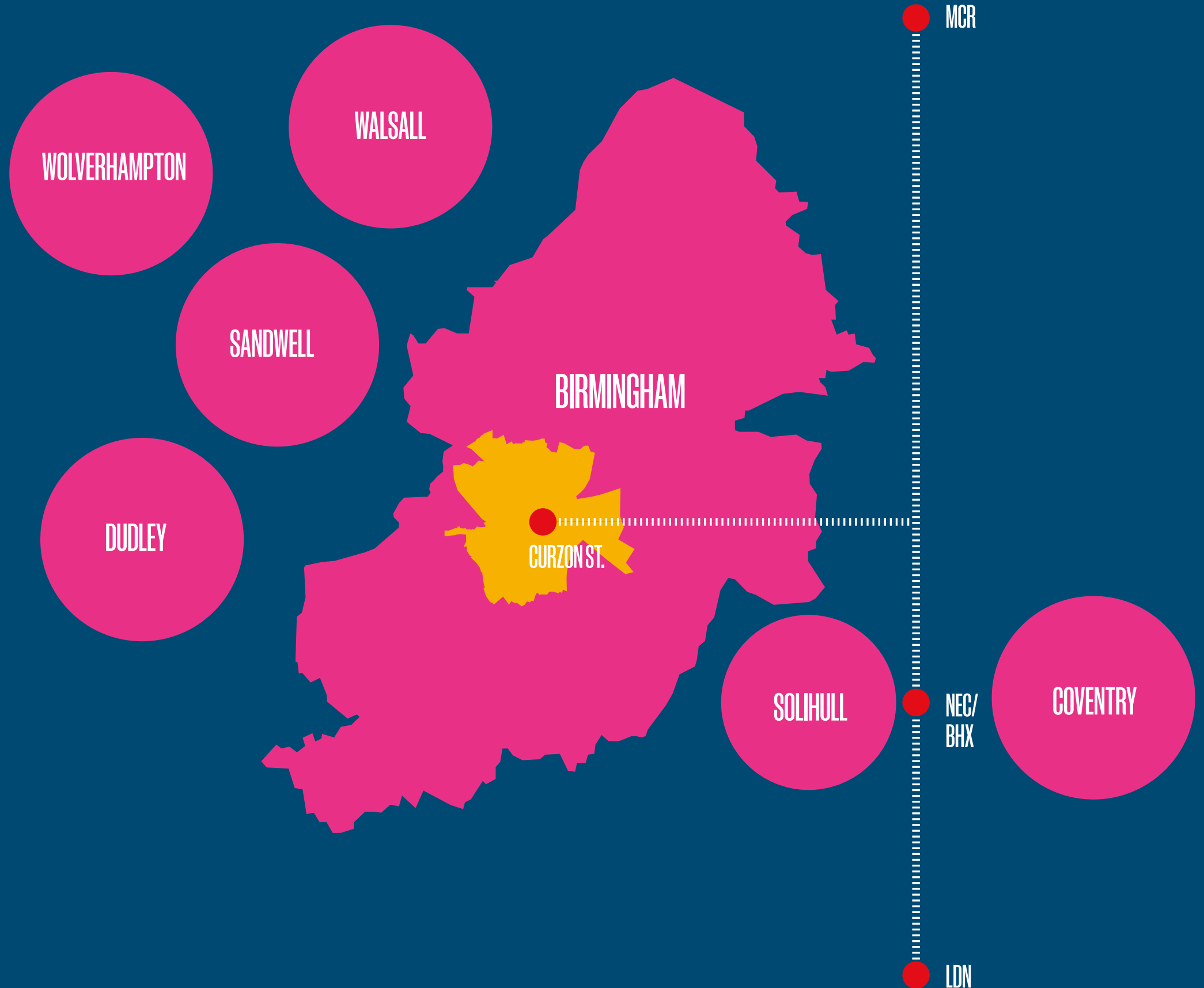


Fig 2. Right: West Midlands Region

Central Birmingham Framework 2045

West Midlands Region

HS2 line

CHALLENGES

As a city we face significant challenges that we must address to ensure that we can build a fair, inclusive and green city of the future.

Climate Emergency

The climate crisis has never been more urgent for our city, nation, and humanity. The United Nations’ Intergovernmental Panel on Climate Change (IPCC) lays bare the state of earth’s climate and nature emergency and the need for us to take action to address it. We have embraced our responsibilities to reducing greenhouse gas emissions and help in limiting global warming to 1.5C by declaring in 2019 our ambition for a just and rapid transition to Net Zero. As the largest local authority in Europe, a major buyer of goods and services, and significant employer of the city, the council seeks to lead by example in its organisational practices as well as its delivery of public services and policies.

Championing a healthy environment is the City of Nature 25-Year Plan adopted in February 2022. This plan helps deliver an expanded network of blue and green spaces, build climate resilience, and supports habitat and biodiversity recovery. The plan sets out a number of targets for nature that

are healthy, equitable, inclusive and costed. All of which will be aided by the ambitions within this framework. Promoting more spaces for biodiversity also aligns with the Environment Act (2021) and its requirement to deliver Biodiversity Net Gain.

This ambition to address the dual challenge of reducing the scale of climate change and building a climate resilient city in which nature is supported, can only be realised through collective change by the council and by the city as a whole. We need to build climate resilience into everything we do, rapidly decarbonise building heat demands, provide attractive alternatives to private vehicle travel, and address the embodied carbon impact of our built environment and commodities. Commitment and delivery of our climate change and nature-based ambitions will help ensure the citizens and economy of Birmingham mitigate for the negative impacts of climate change whilst also benefiting from the environmental, social and health benefits of a transition from greenhouse gas emitting fuels and practices.

4,000+
OVER 4,000 PEOPLE ARE CURRENTLY LIVING
IN TEMPORARY ACCOMMODATION

7,000+
WE NEED TO BUILD OVER 7,000 HOMES
EACH YEAR FOR THE NEXT 20 YEARS

80 hrs
THE AVERAGE MOTORIST SPENDS 80 HOURS
SAT IN TRAFFIC EVERY YEAR

£352 m
£325 MILLION FROM THE CITY’S ECONOMY IS
LOST EVERY YEAR BECAUSE OF CONGESTION



Fig 3. Canal activity

Levelling Up

Many of the challenges facing the city and our communities stem from historic and structural inequalities within our society and economy. Covid-19 and the rising cost of living have further compounded inequalities. The Covid-19 pandemic and the resulting closure of businesses and reduction in trade and revenue has had a damaging impact on the Birmingham economy, setting back the impressive economic growth we have seen in recent years. As a city, our unemployment rates are high, and we have a below average level of skills. We also have lower than average health levels, which is driven in part by poor living conditions and access to green space. This highlights the importance of delivering high-quality housing and access to green and blue space for our citizens. We need to continue to capitalise on and attract inward investment, deliver flexible and resilient development and ensure all citizens share in the benefits of sustainable economic growth.

Delivering Quality Homes & Neighbourhoods

Birmingham City Council is one of the largest landlords in Europe, with a stock profile of just under 60,000 properties. Whilst this seems like a substantial supply, this is far outweighed by the number of households with an identified need for housing, consequently usage of temporary, and often unsuitable, accommodation has been soaring in recent years. Population growth facing the city will also further increase demand for housing of all types and tenures as newly formed households and families look for a place to call home.

Good quality housing plays a fundamental role in enabling our citizens to live fulfilled lives, and every citizen deserves access to a safe, sustainable and high-quality home they can afford. High-quality housing and neighbourhoods provide the foundation for improved health and wellbeing, stronger community cohesion and access to education and jobs.

Birmingham is a proud home to a diverse mix of people of all ages, ethnicities, faiths, and lifestyles. We recognise the need to deliver high-quality homes that are affordable and provide a mix of types and tenures to reflect the diverse needs of our citizens. Whether that be lower density family housing, spaces for cohabiting couples, housing for assisted or later living, or co-living spaces, we need to strive for housing that suits and adapts to all different needs and lifestyles. Through our Housing Strategy and Birmingham Local Plan policies we need to continue to work with partners and stakeholders and attract inward investment to retrofit existing homes and increase the supply of high-quality, well designed and sustainable housing and supporting infrastructure.

Local Connectivity

We need to take a proactive approach to reduce transport’s damaging impact on the environment and deliver our commitment to becoming a carbon neutral city by 2030. We can build on the Clean Air Zone and Birmingham Transport Plan to continue to prioritise people over cars to create safe and accessible centres and neighbourhoods for people of all ages and abilities. We need to deliver sustainable neighbourhoods that are well-served and connected to reduce the need to travel by private car. Making it easier to travel by walking, cycling and public transport will help tackle the climate crisis, improve air quality and create a healthier place to live, work, rest and play.



Fig 4. Cycleways



Fig 5. Central Birmingham (right)

26%
TRANSPORT MAKES UP 26% OF BIRMINGHAM'S CARBON DIOXIDE EMISSIONS

32%
HOUSING MAKES UP 32% OF BIRMINGHAM'S CARBON DIOXIDE EMISSIONS

No.3
3RD MOST DEPRIVED CORE CITY IN THE UK

>40%
MORE THAN 40% OF CHILDREN ARE IN RELATIVE POVERTY

OPPORTUNITIES

With major shifts in society, economy and the environment also come opportunities to fundamentally change the way we operate and to build people-centred places.

Global Leader in a Green Future

The green economy offers exciting opportunities to transition to a cleaner and greener place that can deliver jobs, homes and places in a sustainable way. As an enterprising and innovative city, we have always been at the forefront of significant economic and societal shifts, identifying opportunities to utilise our expertise and scale to accelerate change. For example, our partnership to successfully deliver Tyseley Energy Park and early investment in a city centre district heat network. New development in the city centre is increasingly being built to net zero readiness standards, with the use of modern and low carbon construction methods. We need to build on this by ensuring all development supports both our Net Zero 2030 target and our Biophilic City status. The expansion of our city centre district heating network is also a priority to enable more homes and businesses to be sustainably heated.

Bold about Brum

We have a captivating history born out of the innovation and hard work of the industrial age, a city of immigration that continuously adds to our layers of heritage, diversity of character and culture, and a young population full of promise and creativity.

To position and promote our city on the world stage we need to shout louder about our heritage, world-class arts, dance, music, food and cultural offer, and grasp the chance to build sporting excellence and long-term health benefits through the legacy of the Commonwealth Games.

Central Birmingham is a collection of diverse, exciting areas each with their own identity. We need to work collaboratively to ensure future development contributes to local identity and creates unique places that are high-quality, resilient and support new homes, jobs, and education. It is also vital to ensure we deliver development that supports and enhances our city’s leisure and culture offerings.

Central and Connected

Located at the centre of the country’s rail and motorway networks, and with Birmingham Airport’s international connections, we have opportunity to use our advantageous location to attract inward investment and to build new innovative, smart and digitally- connected clusters to support job growth in emerging industries.

With more people living, travelling, and working in our city in the future we need to build on the Birmingham Transport Plan to transform Central Birmingham around new public open spaces and continue to deliver high-quality public transport to make active travel the first choice for our communities.

Global Investment and Local Enterprise

Birmingham has more business starting up than anywhere outside of London. Home to a thriving, full-service business ecosystem, the city has become a global business centre with renown. Global companies such as Goldman Sachs, Deutsche Bank and HSBC UK all have a significant presence here. As a result, the sector is the largest contributor to the Greater Birmingham economy with a GVA of £17.2 billion (31% of the total) and 206,200 jobs (21% of the total).

Birmingham is also home to the UK’s fastest- growing tech cluster, with a workforce expected to double by 2025, and home to the country’s first multi-city 5G testbed, the city is primed with opportunities to test and develop cross-cutting innovation across high growth industries of the future, such as Industry 4.0; low carbon tech; data- driven healthcare; smart cities; film and digital media; and cybersecurity.

19%

19% DEMAND FOR HEAT CAN BE MET FROM A DECARBONISED HEAT NETWORK

100

100 PLUS DIFFERENT LANGUAGES ARE SPOKEN

Two-thirds

OF ELECTRICITY DEMAND FOR HOMES COULD BE MET BY ROOFTOP SOLAR

44%

44% OF BIRMINGHAM’S POPULATION ARE UNDER 30 YEARS OF AGE

No.1

ENGLAND’S BEST-CONNECTED CITY OUTSIDE OF LONDON

Fastest

FASTEST GROWING TECH CLUSTER

850,000

850,000 PEOPLE LIVE 30 MINUTES FROM CENTRE BY PUBLIC TRANSPORTATION

No 1

UK CITY WITH THE BEST 5G COVERAGE

WHO IS CENTRAL BIRMINGHAM

Demographically, Birmingham is one of the first “super diverse” cities in the UK, where citizens from ethnic minorities make up more than half the population. The Central Area is even more diverse than this, with the five areas within it each having a distinct ethnic make-up, giving them a unique cultural character, alongside a diverse mix of religious affiliations in a population of c.115,000 people across 24km².

Over a fifth of the Central Area is non-religious, the rest of the city is made-up of a diverse mix of religious affiliations. Nearly two-thirds are either Muslim or Christian, with smaller communities of Hindu, Sikh, Buddhist, Jewish and other religions. There are more Muslims, Hindus and Buddhists compared to the wider city, reflected in the number of places-of-worship that serve each faith community.

The City Heart is home to nearly 20,000 people. White British are the largest ethnic group. The area has the largest groups of White British, Other White, White Gypsy or Irish Traveller and Chinese in the Central Area. The area is otherwise diverse with large populations of British Asian and Black communities, among other ethnicities. A plurality of the residents are irreligious, while a third are Christian, alongside the highest proportion of Buddhists, Hindus and Other Religions in the Central Area.

Central East is home to almost 14,000 people. British Asians are the largest ethnic group, including the largest cohorts of Pakistani and Bangladeshi communities in the Central Area. It is otherwise diverse with large populations of Black and White British communities, among other ethnicities. Central East is home to the highest proportion of Muslims in the Central Area, alongside other religious groups.

Central North is home to over 13,000 people. The Black ethnic group is the largest in Central North. Within this group are the largest cohorts of Black African and Black Other in the Central Area. It also has the largest cohort of Indian ethnicity. The area

is otherwise diverse with large populations of White British and British Asian communities, among other ethnicities. A plurality of Muslims and Christians together make-up Central North while a fifth are non-religious, alongside other religious groups.

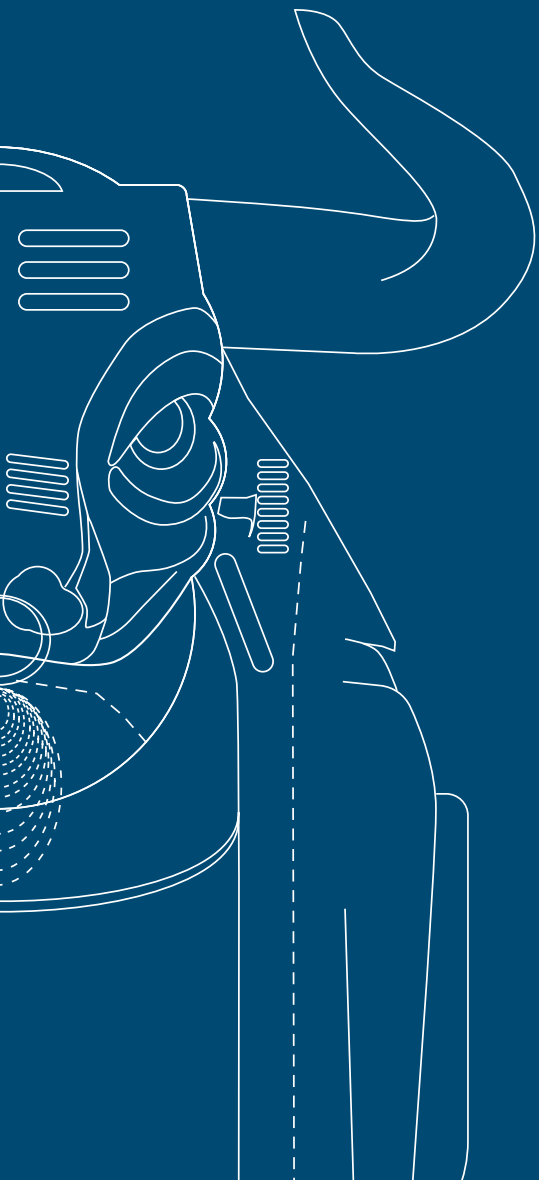
Central South is home to over 32,000 people. British Asians are the largest ethnic group, alongside the largest cohort of Arabs and Other Asian ethnicity in the Central Area. The area is otherwise diverse with large cohorts of White British and Black communities, among other ethnicities. Central South is home to a plurality of Muslims with the other half made-up of Christians, the non-religious and Sikhs, amongst others.

Central West is home to over 35,000 people. The Black ethnic group is the largest in Central West, including the largest cohort of Black Caribbeans. It is also home to the largest cohort of White Irish people in the Central Area, as well as those from Other Ethnic Groups. The area is otherwise diverse, with large cohorts of White British, among other ethnicities. This area has pluralities of Christians, Muslims and the non-religious, and the highest proportion of Other Religions. This mix of cultures creates many diverse communities, each with their own cultural story in Birmingham.

Fig 6. Port Loop Community Event
©Urban Splash (right)



A CITY MOVING FORWARD



WE CAN LEARN FROM OUR PAST TO INFORM OUR FUTURE.

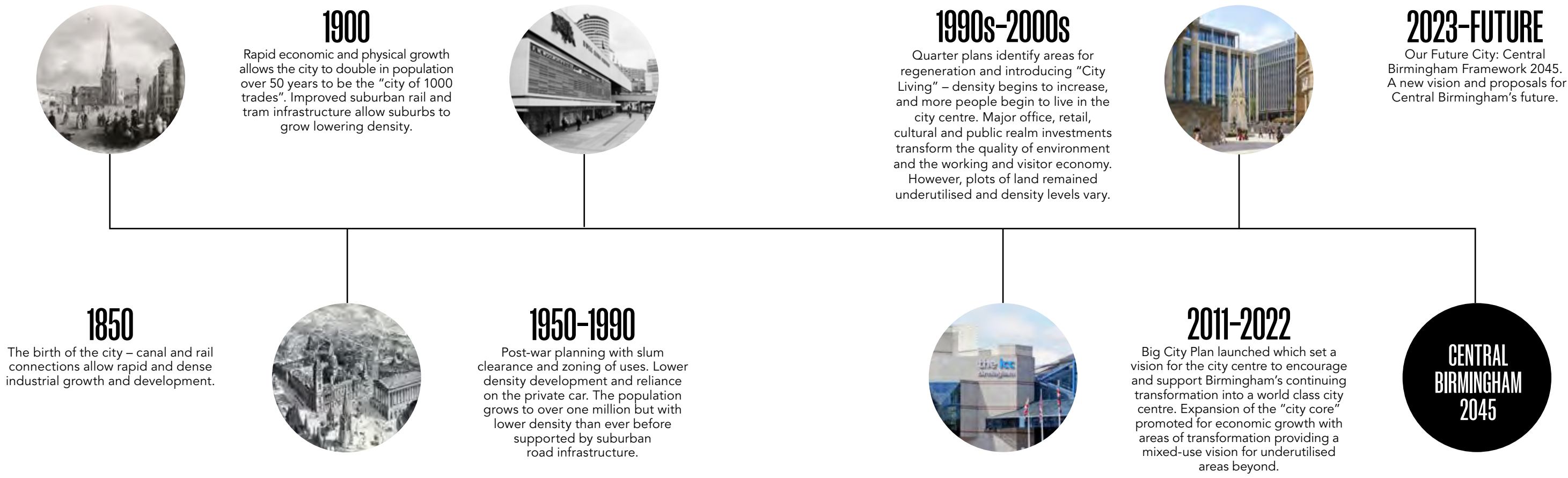
Built out of enterprise, skill and determination, Birmingham played a critical role in the manufacturing and industrial revolution of an earlier era. Becoming a city in 1889, Birmingham has grown quickly to become one of the largest urban centres in Europe, with dense, bustling streets full of homes, factories and schools packed into the Victorian city. Known for its enterprising and welcoming nature, people from around the world have made the city their home and have all added to the economic, social, cultural, and built fabric of our community.

The city changed dramatically following World War Two, with a comprehensive approach taken to rebuilding from bomb damage, replacing tens of thousands of unfit slum homes and redesigning urban motorways for enhanced movement. This saw communities broken up and often moved to the edges of the city, creating a lower density of population.

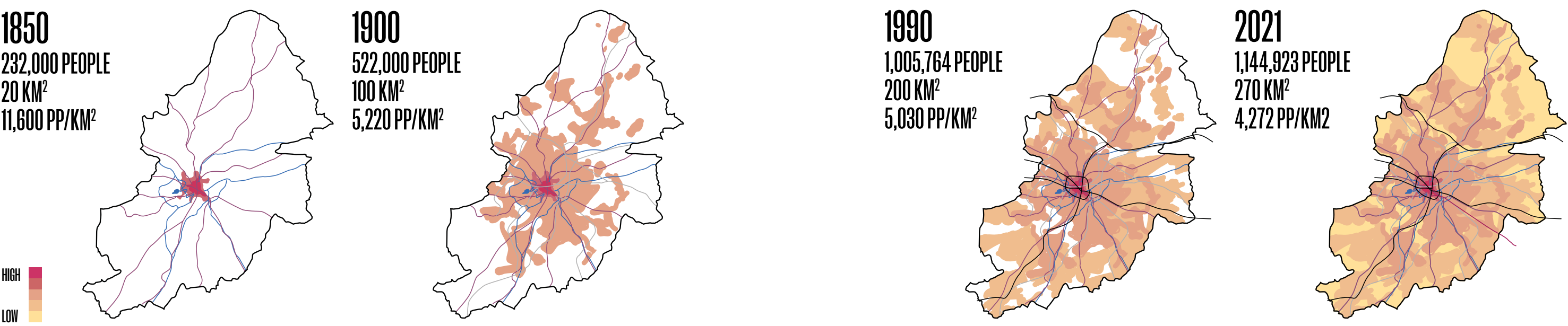
Following a period of post-industrial decline in the 1980s, the City Council led the way setting out a clear vision and strategy for the future of the city centre. Over the last 30 years, by building partnerships and attracting investment, significant development activity has transformed the centre of the city, as a place to work, shop, live and visit with an increasing resident population. Emerging from the endeavours of its industrious past, Birmingham is now home to people from every corner of the world who have established a rich texture of interconnected cultures, music, food and art – a window onto the world making us a modern global city.

To move forward and tackle the challenges facing our city, we must make the most of the opportunities we have. Guided by our bold vision, our Bold Proposals will unlock untapped potential in locations and neighbourhoods in Central Birmingham that have not experienced recent investment. To harness the power of our culturally diverse, young and vibrant population, we need to provide the right homes to ensure our citizens talent and potential remains in Birmingham. Providing high-quality housing, which our citizens can afford, is the bedrock of enabling our city to continue to grow and prosper. We also need to create the right conditions for our business, tech and creative industries, and strong heritage to thrive. Underpinning all this is the need to ensure connectivity and climate resilience across our city. Only then can we achieve our bold vision: an inclusive, creative, resilient and connected Birmingham.

TIMELINE



DENSITY GROWTH



POPULATION
HOW DO WE COMPARE WITH OTHER EUROPEAN CITIES?



BIRMINGHAM
1.2 MILLION PEOPLE
PEAK POP. DENSITY 12,900 PP/KM²



BRUSSELS
1.4 MILLION PEOPLE
PEAK POP. DENSITY 20,900 PP/KM²



LYON
1.2 MILLION PEOPLE
PEAK POP. DENSITY 18,500 PP/KM²



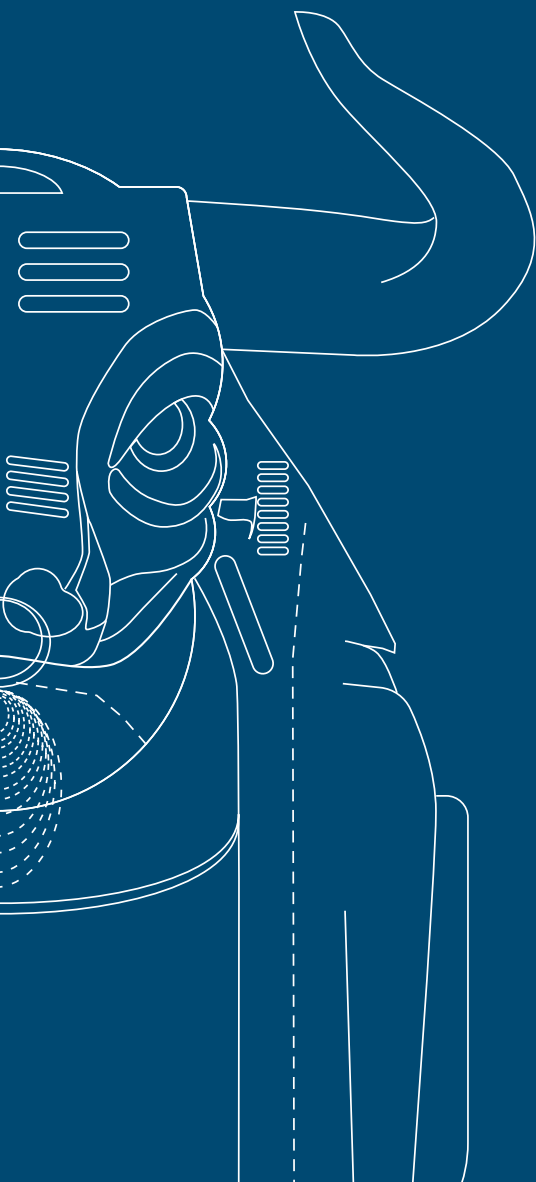
BUDAPEST
1.9 MILLION PEOPLE
PEAK POP. DENSITY 24,800 PP/KM²

A CITY MOVING FORWARD



BIRMINGHAM 2045
WE HAVE CAPACITY TO INCREASE DENSITY OF THE CENTRAL AREAS

BOLD VISION



BOLD VISION

By 2045 Birmingham will be a leading international city, operating on a global stage, where prosperity is shared by all – happy, healthy, safe, accessible and affordable. Our connected, distinctive and diverse neighbourhoods showcase the best environmental quality, innovative design, resilience and adaptability. A city proud of our unique identity and diversity that embraces technology and creativity, beauty and imagination.

INCLUSIVE

EMBRACES DIVERSITY, PROSPERITY
SHARED BY ALL, HEALTHY AND ACTIVE,
JUST AND AFFORDABLE COMMUNITIES.

RESILIENT

ADAPTS TO CLIMATE CHANGE, FLEXIBLE
COMMUNITIES AND ECONOMY, QUALITY
ENVIRONMENT, AND ENHANCED BIODIVERSITY.

CREATIVE

A UNIQUE IDENTITY, CULTURAL NEIGHBOURHOODS,
INNOVATIVE, BEAUTIFUL, PROTECTS HERITAGE
AND EMBRACES TECHNOLOGY.

CONNECTED

CONNECTED NEIGHBOURHOODS,
UK HUB, GLOBAL CITY.

BY MEETING OUR VISION AND AIMS WE WILL ENSURE BIRMINGHAM
BECOMES A HEALTHIER, WALKABLE, LIVEABLE, THRIVING CITY AND
BY 2045 WE WILL AIM TO DELIVER ACROSS CENTRAL BIRMINGHAM:

30% GREEN SPACES
DOUBLING GREEN SPACE TO 30%
LIKE VIENNA

200KM OF ACTIVE TRAVEL ROUTES
100% INCREASE IN HEALTHY TRANSPORT INFRASTRUCTURE
COPENHAGEN HAS THE SAME LEVEL

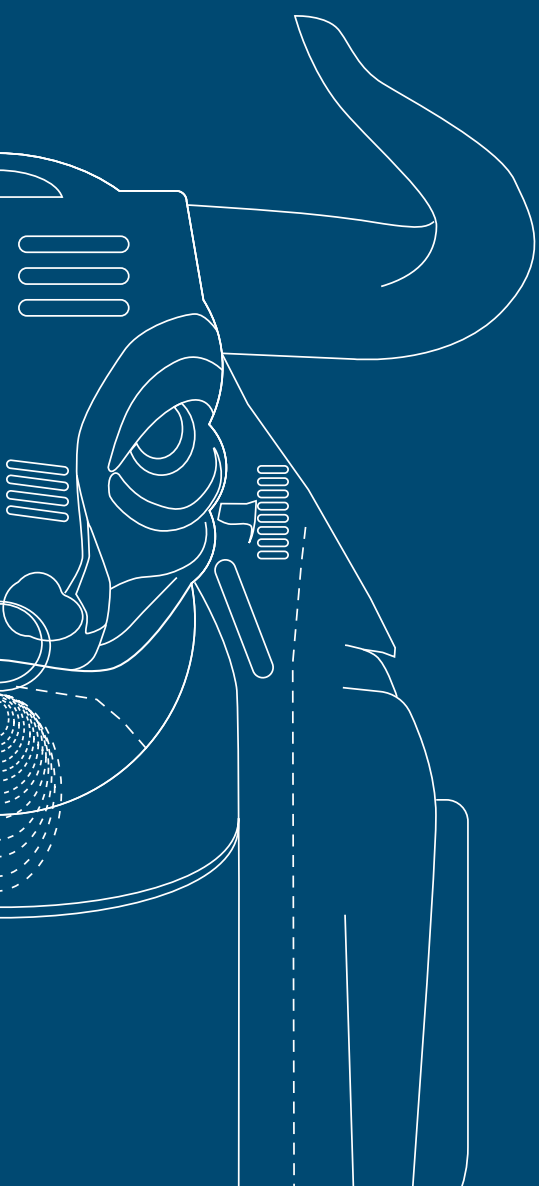
20,000 PP/KM²
368% INCREASE IN RESIDENTIAL DENSITY
CLOSER TO SUCCESSFUL EUROPEAN CITIES

74,100 NEW JOBS
80% INCREASE IN EMPLOYMENT CAPACITY
UP TO 35,000 NEW HOMES

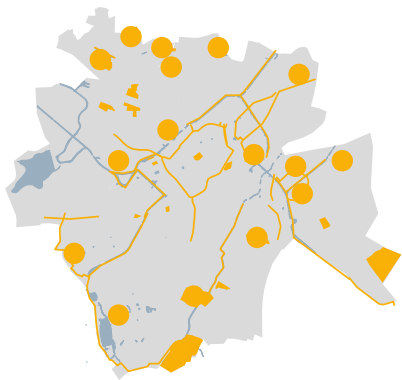
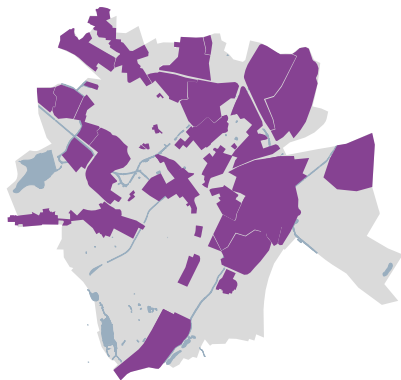
Fig 7. An artist's impression of Park Birmingham

The Computer Generated Images included in this document are
conceptual and illustrative to demonstrate the overall vision.
All future developments would be subject to planning.

OUR CITY THEMES



SIX “CITY THEMES” OUTLINE THE KEY PRINCIPLES THAT SHOULD UNDERPIN ALL DEVELOPMENT MOVING FORWARD TO 2045



City of Growth for All

We need to provide opportunities for growth in our globally competitive city and to ensure this investment enables all our communities to access attainable homes, healthcare, jobs, training and education.

Our 2045 ambitions are to

- Promote opportunities for all and ensure the city attracts inward investment and development that spreads beyond the ring road to deliver a range of high-quality homes, healthcare, jobs and training opportunities;
- Ensure the city attracts investment to deliver a mix of attainable homes to reflect the diverse needs and aspirations of our citizens, and meet our identified housing need;
- Designate areas for growth to strengthen our global position as an attractive place for inward investment and first-choice location for a range of companies to be based;
- Ensure opportunities for a robust, flexible and diverse range of industries to thrive, focused on green technology, digital innovation, culture and other growth areas to provide economic resilience and new employment opportunities;
- Maximise the benefits of our unique identity, heritage, leisure, arts and culture to boost our global visitor economy;
- Support health and wellbeing amongst our communities by attracting opportunities for new sports and leisure facilities and further developing active travel routes;
- Ensure development/growth delivers social, environmental and economic benefits that make a positive difference for citizens' health and happiness.

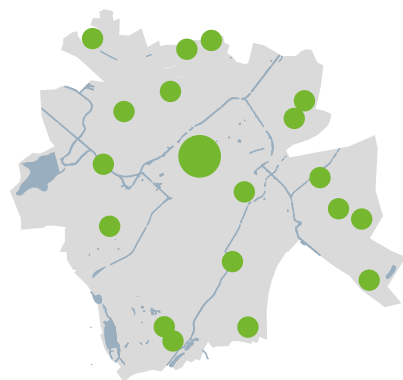
City of Nature

Placing nature at the heart of our framework for the future of the city is key to tackling climate change, creating places that bring people together, and improving health and wellbeing.

Our 2045 ambitions are to:

- Create an ambitious, connected and diverse network of green and open spaces meeting community needs;
- Encourage communities to interact with nature through education and play by providing more opportunities for all to take part in food growing, as well as sport, exercise, and recreation in child-friendly spaces;
- Foster environmental justice through nature-based solutions to support social and economic outcomes including improving citizen's health and well-being, reduced energy costs, improved drainage and water quality, and removing pollutants from the atmosphere;
- Deliver a net gain in biodiverse landscapes that create new opportunities to protect and enhance existing habitats, increase canopy cover of the urban forests and support vulnerable species and their movements across the city;
- A city that maximises the potential of naturalised rivers and integrated canals as corridors to connect people and wildlife to green spaces, community infrastructure and to the wider city;
- Promote and restore the urban waterways as major destinations not only for development, but also for recreation, leisure and tourism;
- Create neighbourhoods that make it easy for communities to make healthy environmentally sustainable choices;
- Ensure buildings are designed to adapt to a changing climate, mitigate extreme impacts and help achieve net zero carbon emissions by 2030;
- Create environments that are resilient to extreme weather events including flooding and heatwaves through the creation of a network of enhanced green and blue infrastructure.

OUR CITY THEMES

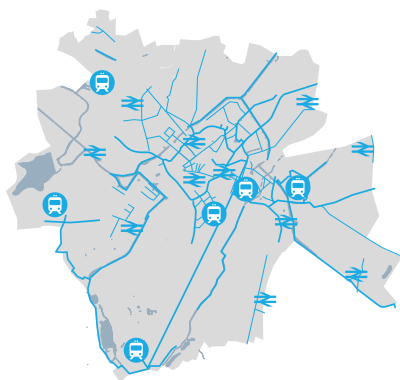


City of Centres and Neighbourhoods

Birmingham is not just the city centre, it is a collection of centres of activity that have evolved over centuries. There is the potential to develop this further as a “City of Centres and Neighbourhoods” made up of multiple destinations and mixed-use neighbourhoods that attract visitors and succeed as places that are loved by their communities, with a sense of pride and belonging.

Our 2045 ambitions are to:

- Establish Central Birmingham as an integrated collection of safe, vibrant, distinct, well-connected liveable neighbourhoods with services and amenities to ensure residents can meet their daily needs within close walking and cycling distances;
- Promote mixed-use developments and provide education, training, employment, leisure, social and cultural infrastructure adjacent to public transport interchanges;
- Ensure residential development around centres is promoted to ensure local services and social infrastructure are enhanced;
- Ensure walking and cycling connections are provided to enable residents to more easily meet their daily needs within walking and cycling distances;
- Ensure communities have the resources, skills and support to build resilience and shape future growth within their areas;
- Deliver high-quality, attainable homes that meet the identified city need;
- Enhance the quality of public realm including parks, streets and public open spaces.

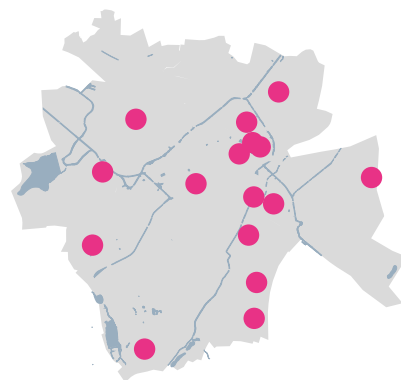


City of Connections

Enhancing connectivity is the key objective of the Birmingham Transport Plan which aims to achieve a range of social, environmental and economic benefits with decarbonisation of the transport network driving the scale and pace of change. The most successful urban places are people-centred, so having a city that is well connected by a safe and well-lit walking, cycling and public transport network is vital and will allow everyone to access the city.

Our 2045 ambitions are to:

- Develop a smart, innovative, carbon neutral and low emission transport network to support a sustainable and inclusive economy, tackle the climate emergency, and promote the health, well-being and mobility of Birmingham’s citizens;
- Reallocate road space – move from single occupancy private cars to support the delivery of a public transport system fit for a global city;
- Prioritise active travel in local neighbourhoods, making walking and cycling more attractive travel options for everyone;
- Create a network of pedestrian focussed streets, and green and blue spaces integrated with public transport services and cycling infrastructure with roads no longer creating barriers to people walking and cycling;
- Deliver more cycle and scooter hire schemes and dedicated parking facilities;
- Create attractive sustainable transport choices and infrastructure in areas of high housing density;
- Ensure efficient access for goods and servicing to support economic activity;
- Facilitate the provision of world-class digital infrastructure to homes, schools and businesses.

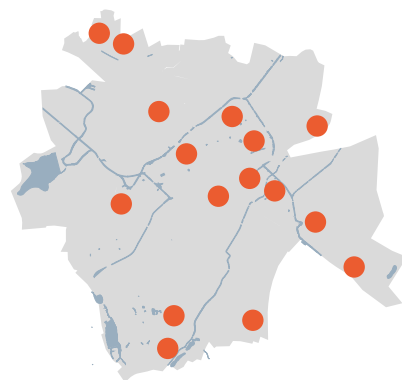


City of Knowledge and Innovation

We must continue to invest in education and learning throughout our communities and provide everyone with the opportunity to learn new skills and share each other’s knowledge to create a unique, creative and highly-skilled workforce.

Our 2045 ambitions are to:

- Fully support areas with existing technology initiatives with the anticipation of a strong expansion and the promotion of further hi-tech green industries;
- Ensure research and development sectors are positioned to align with existing and new educational eco-systems and cross linkages with universities and industry;
- Seek to ensure equity in the provision of skills and growth across the city and support the development and growth of all our education establishments;
- Oversee a growth in tailored education, training and work opportunities for people with complex barriers, including physical barriers, mental health issues, learning disabilities and other neuro-diverse conditions that make it difficult to find or retain work, and increasing the rates of those disabled people enrolled in suitable paid employment long term;
- Create a global “smart city” that captures the potential of technology and creates community hubs that bring together small, medium and large enterprises to encourage a future generation of innovators;
- Promote businesses’ adoption of Circular Economy practices to strengthen their sustainability and resilience;
- Support the development of creative, arts and media industries and promote and enable clustering for creative and cultural businesses.



City of Distinctiveness

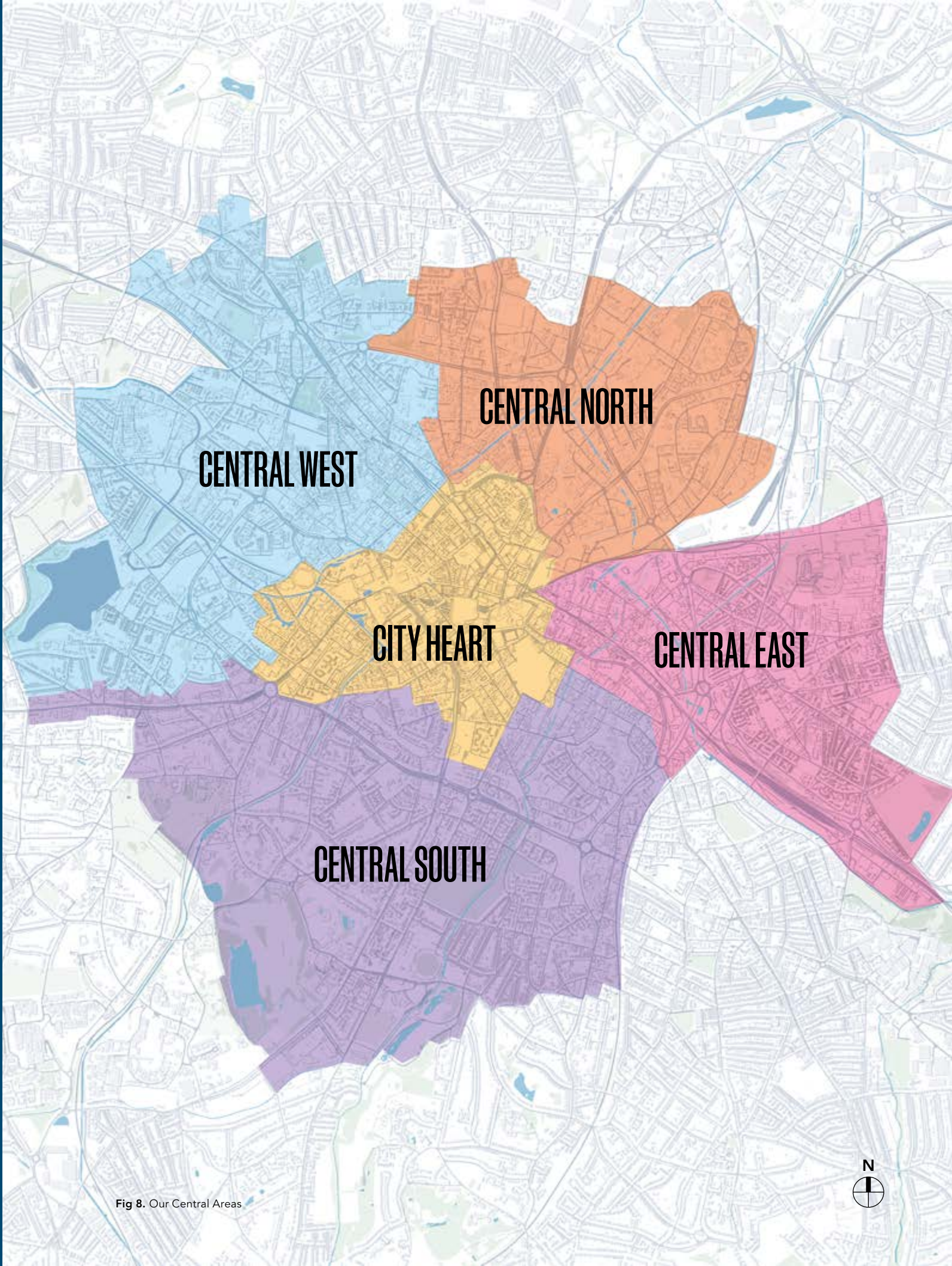
We are a unique and distinct city with a wealth of interesting stories, heritage, historic environment and a place full of past and present pioneers and creatives. We have a diversity of people, places, traditions, values and beliefs. We have a cultural offer that resembles no other place in the UK, or the world – and it supports thousands of jobs directly and indirectly. Our buildings, places and spaces not only reflect the history of our city but present opportunities to forge a new outlook responding to the communities that live and work here.

Our 2045 ambitions are to:

- Celebrate, conserve and protect the rich diversity of our historic environment and social heritage and be ambitious in our approach to keeping it relevant and robust as trends and needs change;
- Ensure opportunities for the arts, culture, faith, creative diversity and talent to be embedded into the life of the city and central to the social and economic future of Central Birmingham;
- Ensure new development provides opportunities to celebrate the stories and shared memories that form community identities;
- Create a diverse mix of places, neighbourhoods and green spaces that reflect the city’s rich culture and heritage and work with communities to increase community stewardship;
- Maximise opportunities to build on the success of the 2022 Commonwealth Games to create a strong sporting, community and arts and cultural legacy;
- Support our youth to become leaders, makers, and creatives to change the world for the better;
- Promote the city as a destination for visitors by showcasing and promoting our cultural offer and uniqueness.

OUR CENTRAL AREAS

CITY HEART	19
CENTRAL EAST	32
CENTRAL NORTH	48
CENTRAL SOUTH	62
CENTRAL WEST	76



CITY HEART

BULL RING, COLMORE DISTRICT, SNOWHILL AND STEELHOUSE, SOUTHSIDE, WESTSIDE

A thriving commercial centre for the UK economy and global investment; The focus of city life and living; The beating heart of cultural activity and civic pride.

Birmingham's City Heart is the economic, civic, historic, and cultural hub of both the city and the wider West Midlands region. It is home to a world-class business, professional and financial services sector – the largest outside London – which is projected to grow to £50bn per annum by 2030; home to destination retailing with one of the largest shopping offers in the UK; a draw for over 42 million visitors a year to our range of leisure and cultural attractions including major theatres, galleries and museums, the International Convention Centre, Symphony Hall and Indoor Arena. Our streets and squares host major events and festivals, and vibrant city quarters celebrate the diversity of our communities and provide bases for the city's restaurant and night-time entertainment economy.

The urban renaissance of Birmingham's city centre over the last 30 years has been a model for others to follow, with a proactive approach to development led by positive plans and projects that have broken down barriers that previously constrained the historic centre's physical, economic, and cultural growth. Led by major redevelopment schemes, areas that were once considered to be on the fringes of the central area have been transformed from under-used, fragmented and car-centric zones to a more inter-connected, pedestrian friendly network of high-quality places, all of which are now firmly established and together form a larger, stronger City Heart for the wider Central Birmingham area, and the West Midlands region.

As we look towards a new era with new challenges, priorities and opportunities, our Bold Proposals will set a framework for the City Heart to continue to evolve with ambition. The area will project a forward-thinking attitude, bring in investment and maximise the opportunities to deliver an exemplar working, living and visitor setting. In doing this, it will achieve a range of social, environmental and economic benefits which will promote and celebrate Birmingham's many assets upon the world stage.

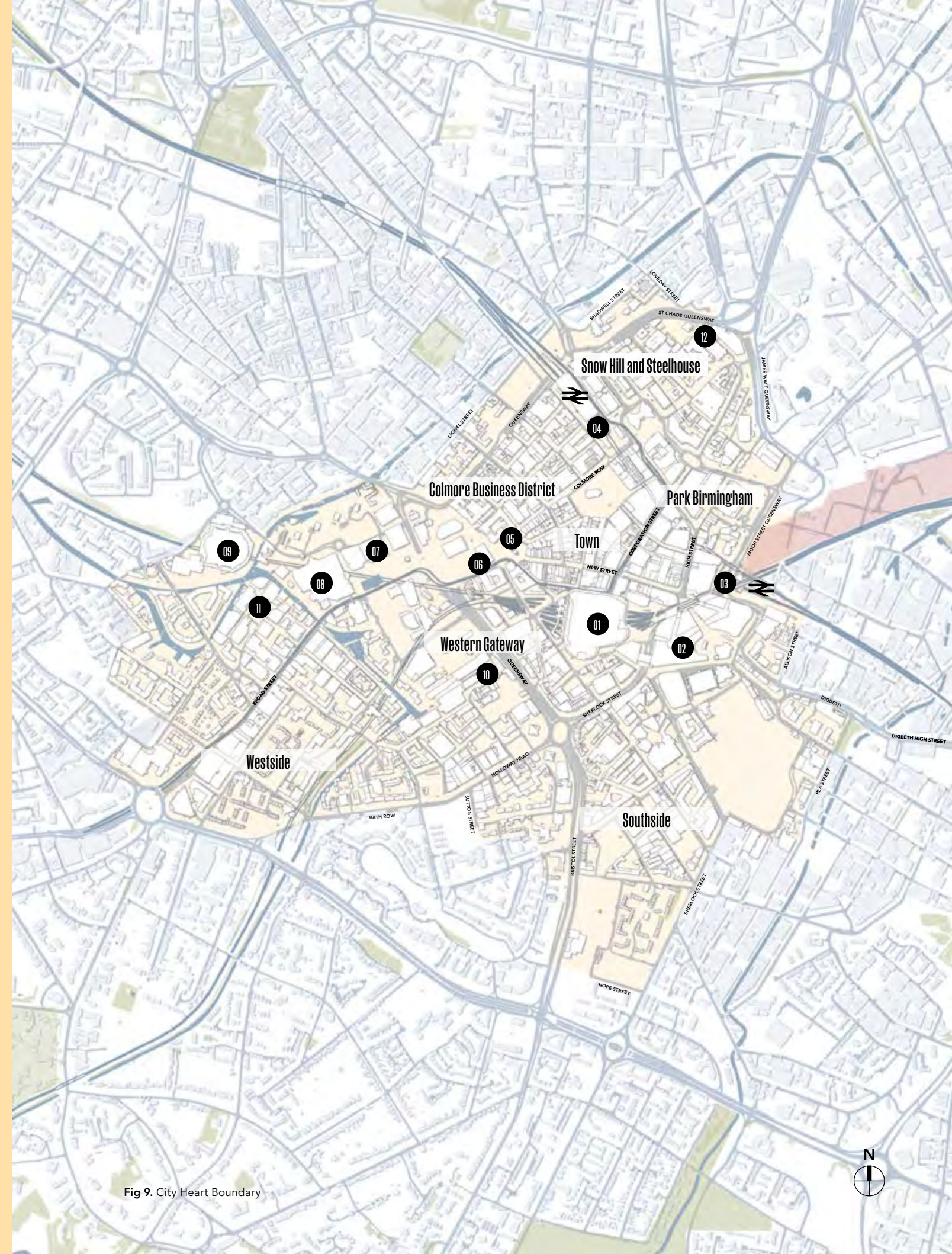


Fig 9. City Heart Boundary

A BOLD FUTURE

Birmingham’s City Heart continues to grow and provide unparalleled opportunities for investment as the UK’s premier centre of economic activity outside the capital. Supporting over 150,000 jobs and attracting more than £2 billion of shopping expenditure every year, opportunities to accelerate growth are plentiful in the short, medium and longer-term.

The next decade and beyond will see further transformation of the City Heart as demand for new homes and commercial space continues, and new ways of living and working in cities evolve. There are four key drivers for growth for the City Heart – which goes on to positively impact the surrounding quarters and neighbourhoods, wider city and region.

Unrivalled Connectivity

Birmingham’s City Heart lies at the centre of Britain’s main rail network with 3 mainline stations connecting to all corners of the UK. Over £5 billion investment in new transport infrastructure is underway with the new HS2 Curzon Street Station at the heart of the national high-speed rail system, connected to an expanding regional Metro tram network which already connects the quarters and neighbourhoods of the City Heart. With high-speed trains connecting to central London within an hour, there are significant opportunities for new office and residential development on the doorstep of the new station. The city’s central location in the UK, with easy access, is meeting the needs of a more flexible workforce and businesses – retail, leisure and office – focussing on investment in regional hubs. Within a 15-minute train ride, Birmingham Airport connects travellers to 150 cities across the world. As people turn more to active travel and public transport options, the City Heart is exceptionally well placed to accommodate this growth.

A Robust Office Market

Birmingham’s office market continues to perform well with particularly high demand for Grade A best-in-class office space. The quality and location of the office space is an area of focus for the city,

as it ranks first for cities outside of London for demand of Grade A property – accounting for 85 per cent of activity. With a wide range of leisure and retail activity alongside the key office locations of Colmore Business District, Snow Hill, and Westside’s Brindleyplace, Paradise and Arena Central; there is plenty to attract and retain employees within a buzzing city environment, a place to meet, create and exchange ideas. The private sector continues to take the lead in terms of take-up of office space. In 2022 BT committed to the largest office deal Birmingham has ever seen, taking 26,300 sqm at Three Snowhill. BT’s move follows several major organisations setting up regional hubs in the city – including Genesee & Wyoming, HMRC, WSP, PwC, Deloitte and EY. In significant moves for the city, HSBC and Goldman Sachs have relocated major parts of their operational business to Birmingham. Furthermore, as we move forward with changing patterns of work in a post-covid era, it is increasingly important that the City Heart can adapt to changing requirements from businesses and citizens about how they wish to use office spaces.

A Growing Global Visitor Destination

The City Heart has long been the focus for attracting visitors – from the opening of the International Convention Centre in 1990 and significant investment in transforming and building new cultural and leisure destinations, the rise in business and leisure tourism is one of the city’s greatest success stories. The 2022 Commonwealth Games, together with associated cultural and business programmes, sent a clear message to a worldwide audience of over 1billion that Birmingham is open for business, and promoted the city as a global centre of culture and arts with a strong heritage and diversity in all



Fig 10. Birmingham Pride

respects. Today Birmingham as a visitor destination is firmly on the map. Across the City Heart there are iconic cultural venues, a multitude of award-winning restaurants, independent shops and arcades. The brand-leader retail offer of the Bullring and Grand Central, the widest range of bars and clubs from Westside’s nightlife to Southside’s Chinatown and Gay Village, with major annual events and festivals – all make the city an exciting, vibrant place to visit, live, work and relax.

A Strong Residential Market

With a growing population and one of Europe’s youngest demographics, and a correspondingly large labour and talent pool the demand for housing remains strong. With unprecedented levels of investment and construction currently on site, demand is continuing to rise. Birmingham is forecast to lead the way for residential property

and rental price growth and house prices are expected to rise the most of any city in the UK, boosted by the arrival of HS2. Within the City Heart, whilst city centre living has increased substantially over the last 20 years, there are significant opportunities to re-imagine areas of the City Heart where older retail focused blocks are becoming ripe for redevelopment, and re-allocation of highway space will unlock under-utilised buildings and sites. Residential led redevelopment at high-density can create new sustainable and accessible places and new formats of commercial space to activate streets and squares. Opportunities for enhancing green spaces and public realm, including with public art and ecological enhancements, are also present.

The following Bold Proposals set a framework of opportunities that seek to maximise the potential of the City Heart.

Meeting our City Themes

City of Growth for All

A City of Connections

City of Centres & Neighbourhoods

City of Nature

City of Knowledge & Innovation

City of Distinctiveness

BOLD PROPOSALS

GROWTH ZONES



Over the next 20 years, key parts of the City Heart will see major change as some building forms become obsolete and swathes of highway infrastructure can be remodelled as active travel and public transport options improve. Under-utilised areas, typically in single large-format retail uses, multi-storey and surface carparks, and outdated workspaces are ripe for transformation. Greenway linear parks will provide new green lungs in the city, connecting to the centre’s wider green and blue infrastructure, while higher density mixed-use development will bring a major new residential offer alongside flexible commercial space that meets modern business needs. The growth in these areas will be supported by higher frequency public transport options and provide a customer base for local mobility hubs and car clubs, and provision of local service. Three Growth Zones are proposed:

Park Birmingham

A transformation of the northern area of the retail core encompassing 4 hectares of underutilised buildings and shopping areas that will completely reposition the city’s commercial and residential offer, maximising its location as a gateway to city from the new HS2 Curzon Street Station, and expanding the network of green spaces from Eastside Park, and Curzon Promenade and Station Square park setting of Curzon Street Station. Redevelopment of these blocks will provide opportunities to remodel and landscape with green connections from St Phillips Square via Union Street to Moor Street Queensway, and from Rotunda Square along High Street to Priory Queensway. A new destination green space for the city will become the focus for the development providing a desirable address for office, retail, leisure, hotel and arts and cultural uses and provide much needed green space in the city centre for leisure and active travel.

Key Statutorily Listed Buildings including the City Arcade (Grade II*), St Michael’s Catholic Church (Grade II), Powells Gun Shop, Carrs Lane (Grade II) and landmark Rotunda (Grade II) would be retained and integrated into the new street scene. Introducing significant levels of residential activity will help to bring Park Birmingham to life as a new quarter of the City Heart, served by a new Metro stop on Albert Street.

A detailed masterplan will be developed in partnership with key stakeholders, this will be supported by assessments of the wider city streetscape context, and provide guidance on potential density, areas of green space, and building heights.



Fig 12. An artist’s impression of Park Birmingham

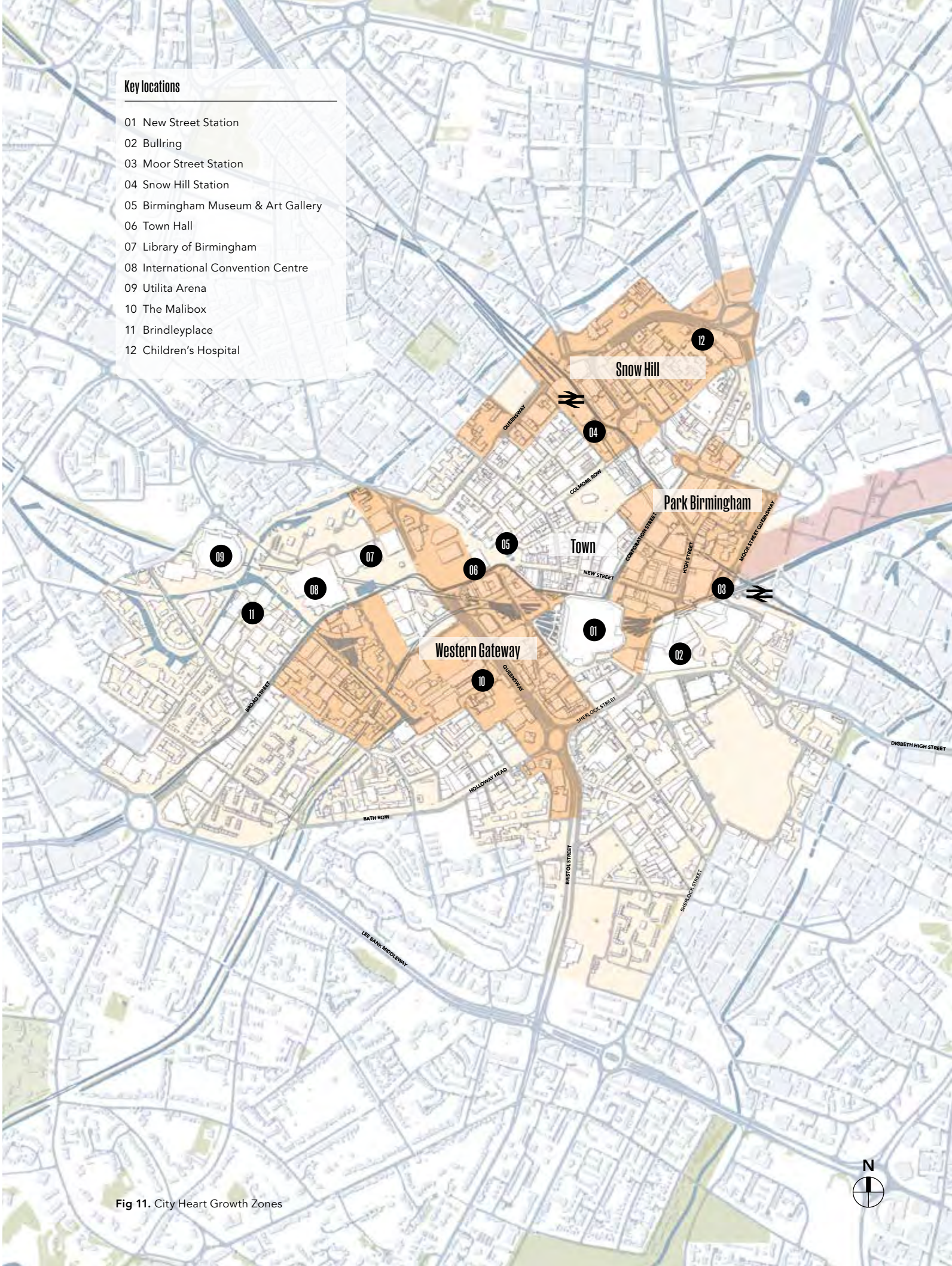


Fig 11. City Heart Growth Zones

Western Gateway

Benefiting from the success of the Paradise and Arena Central developments and centre of the city's cultural and civic heart, the Western Gateway Growth Zone will unlock major development opportunities that will reconnect pedestrian links between Westside's canals, Broad Street and the Retail Quarter, and crucial links to Southside. Remodelling the A38 will be a catalyst for change as Suffolk Street Queensway becomes a tree-lined Greenway, with a focus on public transport and active travel routes. Ambitious proposals will bring together several major redevelopment opportunities along Broad Street, Bridge Street, and the Goods Station site on Holliday Street, transforming under-utilised and cleared sites and buildings; this will deliver high-density residential and commercial office and hotel development connected by new streets and squares and a reactivated canal frontage between Gas Street Basin and the Mailbox.

The voids around New Street Station have the potential for development above them in the future as diesel services are gradually replaced with increased electrification of the rail network.

Opportunities to reveal historic canal and railway infrastructure will be sought, adding layers to the area's heritage assets and Statutorily Listed Buildings which will be retained, including several buildings and canal-related structures around Gas Street Basin, and city landmarks such as the New Street Station Signal Box (Grade II), and Alpha Tower (Grade II).

Fig 13. An artist's impression of Park Birmingham

The sketches and Computer Generated Images included in this document are conceptual and illustrative to demonstrate the overall vision. All future developments would be subject to planning.



Snow Hill

The continued success of the 466,000 sqm Snowhill office development at the heart of the Colmore Business district will be taken to the next level by bringing forward the redevelopment of Snow Hill Station and adjacent blocks, alongside the remodelling of the A38 Great Charles Street and St Chad's Queensway.

The creation of a more accessible Snow Hill railway station with additional passenger and service capacity is at the heart of the proposals, together with the replacement of the multi-storey carpark to provide a focus for over 100,000 sqm of office space and residential development. Remodelling highway space into a new linear Greenway with green landscaping, active travel and public transport priority, will unlock latent potential of surrounding sites surrounding the A38, strengthen walking and cycling connections to the Jewellery Quarter and Gun Quarter, and transform the setting of St Chad's Cathedral (Grade II* Listed).

There are several Statutorily Listed Buildings within the area, and parts of three Conservation Areas (Jewellery Quarter, Steelhouse City Centre and Colmore Row and Environs Conservation Areas). The retention and reuse of heritage assets will add to the distinctiveness of this historic area of the city, which continues to evolve with contemporary and new built forms adding to the richness and diversity of the cityscape, meeting the needs of a dynamic UK economic centre. Long-term opportunities will be explored to bring forward sites in and around Birmingham Children's Hospital (Grade II Listed) for continued healthcare or other mixed-use development.

Fig 14. An artist's impression of Western Gateway

The sketches and Computer Generated Images included in this document are conceptual and illustrative to demonstrate the overall vision. All future developments would be subject to planning.



BOLD PROPOSALS

MAJOR DEVELOPMENT SITES



The pipeline of major development sites continues to place Birmingham at the forefront of the UK’s commercial office and urban living markets, with several key schemes at different stages providing investment opportunities for the years ahead.

As the city grows and activities change over time, further development opportunities will emerge across the City Heart; the City Council will continue to work proactively with property owners and developers to deliver the best outcomes for placemaking and opportunities for our communities to access attainable homes and jobs, predominantly via sustainable transport modes. Major development sites within the City Heart include:

Smithfield Birmingham

A new City Heart quarter across 17 hectares is being developed by Lendlease in partnership with the City Council. Centred around a new city markets complex, major public square and neighbourhood park, the development will deliver over 2,500 homes, employment space to support 8,000 jobs, and major new cultural and creative destination with public art. A new public transport link will provide access to the heart of the scheme with potential for a Metro extension to run through to Sherlock Street and beyond. The site has an important historical context as the cradle of city’s commerce with the markets, St Martins Parish Church, and being the site of Birmingham’s Manor House, registered as a Scheduled Ancient Monument. The site is strategically important in re-establishing lost connections between Digbeth, Southside and Highgate, and will form a gateway to the Rea Valley Growth Zone.



Fig 15. An artist’s impression of Smithfield



Fig 16. Paradise © Hufton + Crow

Brindley Drive Sites

A strategic location with potential to deliver landmark buildings as part of a cluster of towers at the western edge of the Paradise development. Redevelopment of the existing multi-storey car park and student residential accommodation will provide the opportunity to open key connections to the Jewellery Quarter from Westside and create new active frontages and access to the canals.

Paradise

Over £1billion transformation by MEPC in partnership with the City Council at the centre of the city, with over 35,000 sqm office development already completed and let to several blue-chip companies, along with restaurants and bars creating a new working and visitor destination. The landmark 49 storey Octagon residential tower has kick-started Phase 2 of the project along with construction work on the fourth office building generating a further 17,500 sqm of commercial floorspace. A landmark 17 storey hotel also will also start on site in 2024, with phase 2 due to complete in 2025. Phase 3 is now being planned which will deliver a range of commercial and mixed-use buildings across the northern part of the site.

Arena Central

With a prime location fronting Centenary Square, Arena Central by Kier Property has already delivered over 42,000 sqm of office space with a headquarters building for HSBC UK and regional centre for HM Government services, together with a hotel and residential tower. The final phase of the site is available for an additional 35,000 sqm office space and potential for additional residential uses.

Broad Street North

Sites fronting Broad Street between Ryland Street and Sheepcote Streets provide redevelopment opportunities for high-density residential led mixed-use schemes. New development should be sensitive to the setting of the former Orthopaedic Hospital (Grade II Listed) and former Brass House Centre, providing opportunities for new uses to bring these heritage buildings back to life.



Fig 17. Arena Central



Fig 18. An artist’s impression of Monaco House

Monaco House

Over 1,000 homes will be delivered at the site on Bristol Street with potential for a high-density landmark development, green spaces and improved connectivity between Southside and the St Luke’s neighbourhood.

BOLD PROPOSALS

GREEN AND BLUE WEB



As one of the greenest cities in Europe, Birmingham boasts plentiful green space, with a vast network of canals and watercourses across the city. These green and blue spaces are vital natural assets and play a crucial role in tackling climate change, supporting biodiversity and meeting our Route to Zero ambitions. We have significant opportunities to enhance and protect these spaces, to bring health and wellbeing benefits to communities, encourage community stewardship and improve connectivity across the city by creating a web of green and blue active travel routes.

Greenways

Underpinned by the proposals of the Birmingham Transport Plan, as we move towards reducing the number of vehicles travelling through the Central Area, there will be opportunities to remodel and repurpose parts of the existing highway space, breaking down barriers between neighbourhoods to provide attractive, safe and direct connections. Opportunities to introduce priority for public transport and active travel and enhance connections to existing cycle networks will be explored when developing detailed plans.

The legacy of the mid-20th century road building programme created a 3.5 km swathe of wide urban motorways through and around the middle of the city. Long-term proposals underpinned by the Birmingham Transport Plan will move towards reducing the number of vehicles in the City Heart area, supported by the formation of the city centre traffic segments initiative, there will be opportunities to completely remodel and repurpose parts of the existing Queensway and A38 roads. Huge areas of concrete and tarmac infrastructure can be transformed to provide space for trees and planting that will bring benefits to air quality, biodiversity, active travel connections and for recreation.



Fig 19. An artist's impression of Great Charles Queensway Park in front of the Museum and Art Gallery

Walking and cycleways will be prioritised within greenways alongside public transport and essential access for deliveries and taxis. Existing barriers between quarters and neighbourhoods, created by the urban motorways, will be broken down to provide attractive, safe and legible connections. Proposals will be developed that consider short-, medium- and longer-term interventions to deliver the ultimate aim of a 3.5 km linear park across the heart of the city. Key areas of focus include:

Great Charles and Lancaster Queensway Parks

A wide green corridor can be created by reducing traffic lanes and repurposing or closing the existing tunnels to create an avenue within the new park. Pedestrian and cycle links between the Jewellery

Quarter, Gun Quarter and the Colmore Business District will be transformed, removing existing bridges and subways that have severed the areas for over 50 years. As part of the Snow Hill Growth Zone, major development opportunities will be unlocked.

Suffolk Street Queensway Park

The removal of the flyover and remodelling of 8 lanes of highway space will allow for the greening of the harshest, road dominated part of the City Heart. Reconnecting Westside to the retail Quarter and New Street Station will increase footfall and provide a greener and more attractive setting to major new development sites as part of the Western Gateway Growth Zone.

James Watt Queensway Park

The six-lane urban motorway and surrounding spaces can be transformed into a tree-lined avenue and hub for public transport and active travel. The Aston Link will prioritise pedestrian and cycle crossing across the street to transform access into Aston University and the wider Knowledge Quarter.

BOLD PROPOSALS CONNECTING PLACES



Birmingham’s transport network is intricate and vast, serving both to connect local communities and thread into national transport networks. Building upon principles within the Birmingham Transport Plan, there are strong opportunities to enhance public transport services and active travel routes across the city. Such measures will improve connectivity, providing greater ease of travel for citizens, and enhance safety, accessibility, and the overall experience for pedestrians and cyclists.

The City Heart is the hub of the UK and regional rail network with the 3 mainline stations – New Street, Moor Street and Snow Hill, bringing over 1 million people into the city every week to work, shop and for leisure and culture. The arrival of HS2 and the new, landmark Curzon Street Station will bring services with faster connectivity to the capital and connections to other regional centres that will allow for capacity to be unlocked elsewhere on the region’s network for improved local rail services. As part of the Midlands Connect proposals, two stations within the City Heart are identified for improvement:

Moor Street Station

A Grade II listed heritage station, Moor Street captures the early era of rail travel, but is well placed for carefully integrated extensions to platforms and passenger areas to improve capacity and facilities, to bring it into the 21st Century. Through the HS2 Readiness Programme, opportunities will be sought to maximise connectivity and access between Moor Street Station, New Street Station, and the planned HS2 Curzon Street Station and to open up new connections into Digbeth to the east. The programme will also seek to enhance the quality of the surrounding public realm, creating an attractive arrival point for travellers.



Fig 20. An artist’s impression of Moor Street Station

Snow Hill Station

The redevelopment of Snow Hill Station will be part of a wider regeneration scheme and form the centrepiece of the Snow Hill Growth Zone. A new station will allow for reintroducing an additional platform to improve service capacity and transform the customer experience on concourse and platforms. A new station shall be required to open-up pedestrian connections with the Jewellery Quarter, Colmore and Snow Hill areas. Improved integration with the Metro stop will also be a priority.

Bus Rapid Transit & Metro

Connectivity across the City Heart will be provided via a network of cross city transit routes – Metro, SPRINT and X City Bus (hop on hop off service). New routes for SPRINT Bus rapid Transit and potential Metro extensions will be provided as part of the Smithfield development with stops that serve the development and the Gay Village in Southside.



Fig 21. Snow Hill Metro Stop

BOLD PROPOSALS

HERITAGE AND CULTURE



Birmingham is a city rich in history and culture with a unique landscape that reflects its industrial past. With an array of cultural and heritage offerings, shaped by diverse and creative citizens, the city has a lot to celebrate. We want to entrench the distinctiveness of the city, with ambitions to celebrate, protect and enhance our cultural, social and heritage assets, and ensure opportunities for our arts, cultural, faith and creative communities to thrive.

Both the Colmore Row and Environs Conservation Area and Steelhouse City Centre Conservation Area span the City Heart, protecting its unique history. Many architectural gems are statutorily listed within the area, including St Phillips Cathedral, the Town Hall and Council House, Singers Hill synagogue and the Victoria Law Courts. The City Heart is home to major theatres, galleries and event spaces, including the Birmingham Repertory theatre, The Library of Birmingham, The Exchange Building, the International Convention Centre and Birmingham Museum and Art Galleries. The City Heart also welcomes destination retail offerings in the Bullring and Grand Central, the UK's largest city centre-based shopping centre, attracting 40 million visitors a year. As a vibrant hub of leisure and cultural activity, the City Heart offers something for everyone.

The following section highlights several opportunities to further enhance heritage and culture in the City Heart:

Council House – The People's Building

The historic home of the City Council and the focus of the city's civic life will be transformed to open up and bring under-utilised spaces into wider use by the community and visitors to the city, alongside providing modern function rooms and offices as the City Council's headquarters. Remodelling the

central courtyard will provide a destination space for community and cultural events and activities and enable the reworking of connections with the Birmingham Museum and Art Gallery as well as improve access to the wider Council House complex. Opportunities will be sought to bring more commercially driven income to the building that will support a wider programme of activity. The opportunity for green spaces around the buildings will be explored, along with re-imagining Edmund Street as an exhibition and event space.

Birmingham Museum and Art Gallery (BMAG)

BMAG showcases one of the greatest civic museum collections in the UK spanning art, history, and science – a priceless resource for learning, creativity, health & wellbeing. Attracting up to 850,000 visitors each year. BMAG is undergoing a transformation to redefine the role civic museums can play in communities. BMAG has plans to significantly improve access and facilities throughout its iconic Grade II* listed historic building to increase and diversify its audiences, enabling galleries and offices to become shared co-creative spaces for communities, educational and cultural organisations. A new cultural heart for the city, BMAG will be a place that embodies the best of what museums can be; a truly progressive place that is shaped by and for the people of Birmingham.



Fig 23. The Hippodrome, Hurst Street, Birmingham

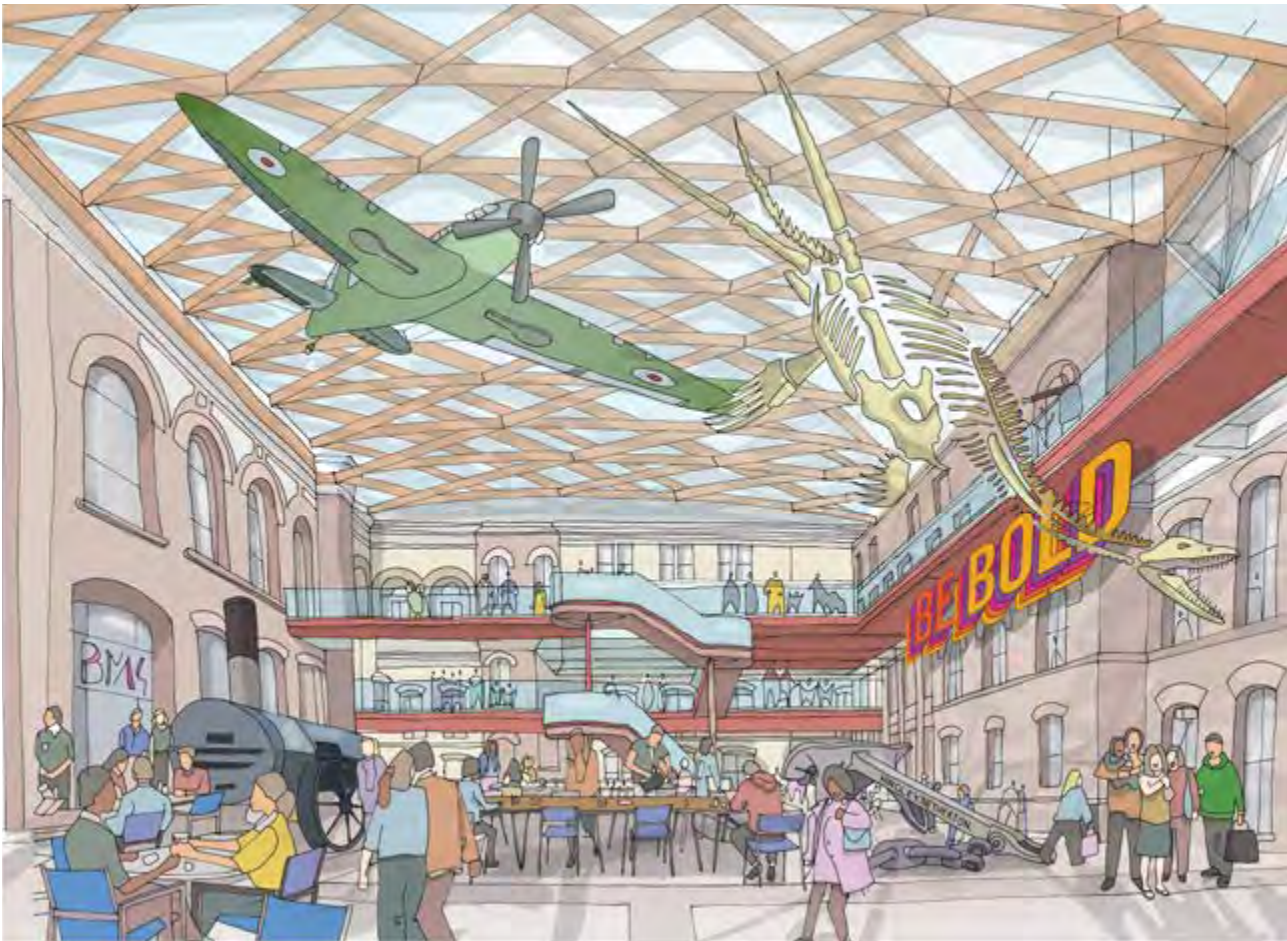


Fig 22. An artist's impression of the Council House Central Courtyard

Birmingham Hippodrome

With the largest stage outside the capital, the theatre has a range of productions from the Birmingham Royal Ballet, West End shows, the country's biggest pantomime and a wide variety of artists and shows that appeal to different audiences, bringing in over half-a-million visitors to Southside every year. The theatre has ambitious plans to create more performance space, and to bring more activity into the building so that it can be open and accessible for longer and by more people in the community. The theatre will also play a key role in animating the new Hippodrome Square by supporting performances and events in the space.

Streets and Squares Event Programme

The phenomenal success of the 2022 Commonwealth Games and Birmingham 2022 Festival of Arts and Culture cemented the City's position as a visitor destination, reinvigorating the city after the Covid-19 pandemic, and building on the success of established annual events such as Ice Skate Birmingham, Colmore Food Festival, the Christmas markets, Chinese New Year celebrations and Pride. Along with the wide range of business, cultural and arts organisations, the city will continue to be promoted as a destination for major national and international events, alongside bringing more community and local cultural events and activities into the City Heart such as an annual cultural festival (subject to funding). The planned Manor Square in the Smithfield development will host concerts and major events, providing a significant boost to the overall capacity of the network of squares and spaces across the City Heart.

BOLD PROPOSALS

REVITALISING STREETS AND SQUARES



The City Heart is the busiest area of the city with high levels of pedestrian footfall. The streets and squares are the showcase for the city, where most visitors will come for the first time and early impressions are made. Improving the quality and safety of street environments, and moving towards a car-free environment with wider pavements, will provide opportunities for outdoor events, play space, café seating, planted green areas and street trees, and encourage more active travel. When designing public and private spaces, opportunities for creating smaller habitats (bird boxes, insect hotels, green roofs, and walls) will allow pockets of biodiversity to coexist alongside the high-density built environment, while bringing nature closer to city centre residents.

The City Heart is also the hub of the city's nightlife, with the Southside and Westside districts alive until the early hours of the morning, playing a key role in supporting the visitor economy and local jobs. As more residential uses come forward within the City Heart, it is essential that this does not result in an erosion of these well-established areas of cultural and leisure activities. The night-time economy plays a vital role in shaping our city. Policies to protect and support night-time economy uses such as restaurants, bars and nightclubs are being developed as part of the new Birmingham Local Plan. Areas for focus are:



Fig 24. An artist's impression of Corporation Street



Fig 25. An artist's impression of Steelhouse Lane)

Colmore and Retail Quality Spaces

The Colmore Business Improvement District's "Future of the Business District" report from 2021 has identified the importance of an attractive, safe and green environment for attracting people and businesses to the area – places that add value to the experience of working and visiting the City Heart. Key proposals include the pedestrianisation of Colmore Row and upgrading key routes between New Street and Great Charles Street to provide more space for café culture, greenery and trees, and easier pedestrian and cycle connections across the area. The Colmore Business District have also published a Green Infrastructure Masterplan for

the city centre, which further demonstrates the benefits that green infrastructure can provide for the city.

Aston Link – Corporation Street and Steelhouse Lane

With some of the city's finest Listed Buildings and the location of the Steelhouse City Centre Conservation Area, these streets have untapped potential for reallocating road space to provide wider pedestrian areas to create a high-quality setting for several landmark heritage buildings. Enhancements will also provide opportunities for spill-out space from cafés and encouraging greater footfall to sustain businesses and more activity

at street level. This project is also essential to help transform these vital connections to Aston University and the Knowledge Quarter.

Greenway Moor Street and One Station

Moor Street Queensway is a key arrival point for buses and train passengers from Moor Street Station in the City Heart, its prominence will be elevated further when HS2 Curzon Station opens with a new Station Square extending the public realm. Proposals will be developed to transform the highway dominated space to create a greener environment with greater emphasis on improved walking and cycling, whilst maintaining the essential

public transport and delivery access, and improving waiting facilities for bus passengers. Connecting New Street Station with Moor Street and Curzon Stations will require the transformation of the St Martin's tunnel to create a more welcoming, attractive, and safer user experience.

Westside Streets

Broad Street and Brindleyplace, together with the Paradise development, is the region’s premier leisure and night-time visitor destination, attracting over 20,000 visitors at a time. The offer is diverse with Symphony Hall, ICC, Repertory Theatre, Utilita Arena and cinemas alongside over 110 bars and restaurants. Proposals have been developed alongside Westside BID and residents to improve the quality of streets off Broad Street by upgrading lighting, CCTV, street furniture, wayfinding, and to reduce clutter. Enhancements to connections to Gas Street Basin and the canals will also be explored, including supporting the existing water bus network, alongside identifying locations for potential street markets and events to create a new destination in Westside.

Destination Southside

As a focus for the leisure and visitor economy, Southside has the opportunity to become a district of the city where economic growth and social impact can coalesce around live performance and the night-time economy. Within Southside, Chinatown and the Gay Village continue to provide a wide range of venues attracting over 15 million visitors annually. The Gay Village includes a cluster of bars and clubs that together provide an essential safe space for many people in the LGBTQ+ community. The streets and spaces around Chinatown and the Gay Village have the potential to be transformed into a lively centre of café culture in a more welcoming and safer environment. The Hippodrome Square project will deliver a new event space at the heart of Southside that will be used year-round for exhibitions, performances, themed markets, seasonal activities, and festivals. Southside BID’s Access Strategy identifies opportunities for controlling vehicular access through the area. Proposals include greater pedestrian priority along the length of Hurst Street and key side-streets to enable more outdoor seating and space for street performers and regular community events. Pershore Street and Bromsgrove Street have the potential to become tree-lined avenues connecting into the Smithfield development and Rea Valley area.



Fig 26. Southside



Fig 27. Westside

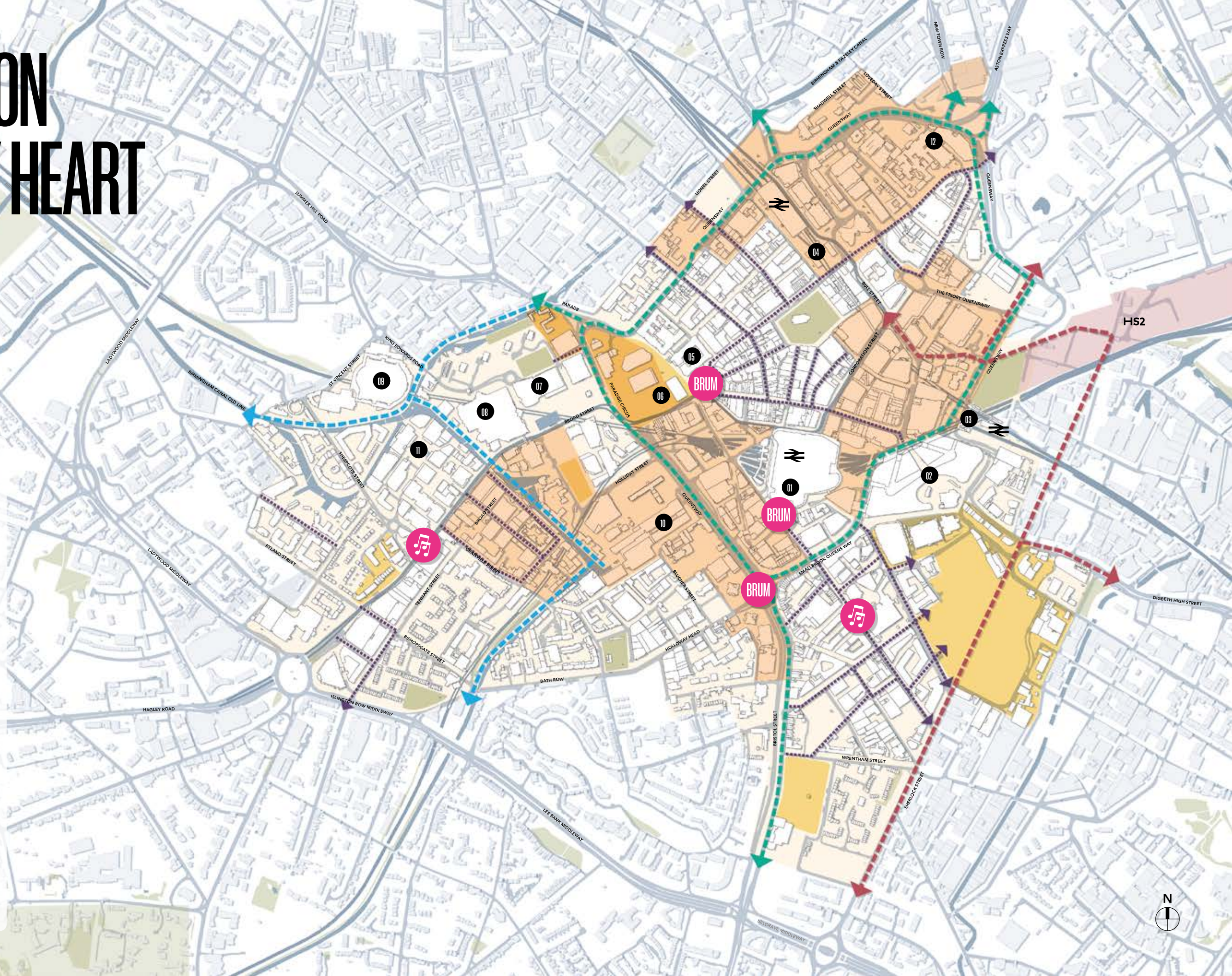
OUR VISION FOR CITY HEART

Locations

- 01 New Street Station
- 02 Bullring
- 03 Moor Street Station
- 04 Snow Hill Station
- 05 Birmingham Museum & Art Gallery
- 06 Town Hall
- 07 Library of Birmingham
- 08 International Convention Centre
- 09 Utilita Arena
- 10 The Malibox
- 11 Brindleyplace
- 12 Children's Hospital

Key

- Growth Zones
- Major Development Sites
- Public Green Spaces
- Revitalising Streets and Squares
- Greenways
- Rapid Transit
- Green/Blue Web
- Night Time Economy
- Destination Brum



CENTRAL EAST

BORDESLEY, DIGBETH, SMALL HEATH

The city's centre for creativity and entrepreneurship; Rooted in a rich heritage of industry and making; Places and communities of character, uniqueness, and diversity.

The Central East area has the greatest potential of any part of the UK to accelerate its growth as a unique global centre of company start-ups, creativity, crafts and arts, innovative hi-tech businesses, television and film industry, and social enterprises. With the launch of the BBC's new broadcast centre at the Tea Factory, Masterchef and the Digbeth Loc film studios at Warwick Bar, HS2 Curzon Street Station and Metro coming direct to the heart of Digbeth, and 10,000 new homes already planned – the next 20 years will be Central East's time, a new era for Digbeth and the communities of Bordesley and beyond.

As Birmingham's birthplace and over 200 years as a powerhouse for the city and region's economy, it's a place that takes the spirit and legacy of hard work, and the special connections between people, processes, ideas, experimentation, and innovation – and forms a unique combination that makes something new and different that is sold to the world. The richness and diversity in the history and culture of Digbeth's physical environment, extends to the neighbourhoods of Bordesley Green and Coventry Road where together, major opportunities as a thriving living, working and visitor destination of choice are being realised.

Digbeth and Small Heath have always been a place of creativity, change and innovation. The first industries utilised the resources of the River Rea running through the heart of the quarter, followed by the canals then the railways that helped the town boom into a "city of a thousand trades, the workshop of the world".

Over the last 30 years, Digbeth has evolved moving steadily from heavy industry to a place of start-up creative industries based around design, music, tech, gaming, broadcast production and innovation – a rich and diverse mix of small independent and larger companies. The heritage and character of the buildings, streets, railway arches and canals, are supplemented by dramatic street art, and a range of bars, clubs and live music that makes 21st century Digbeth a melting pot of people and energy.

St Andrew's is the home to Birmingham City Football Club, bringing further vibrancy to the streets on match days. Digbeth and Deritend also have strong historic links to the city's Irish communities; the Irish Quarter is the focus of the largest St Patrick's day celebrations in the UK, the third largest in the world attracting crowds of up to 100,000 people to the city for the events and is host to culturally important businesses and community facilities. For many decades, Digbeth's cafes, bars and pubs have welcomed people arriving at Birmingham Coach Station which is a major hub of the national coach network.

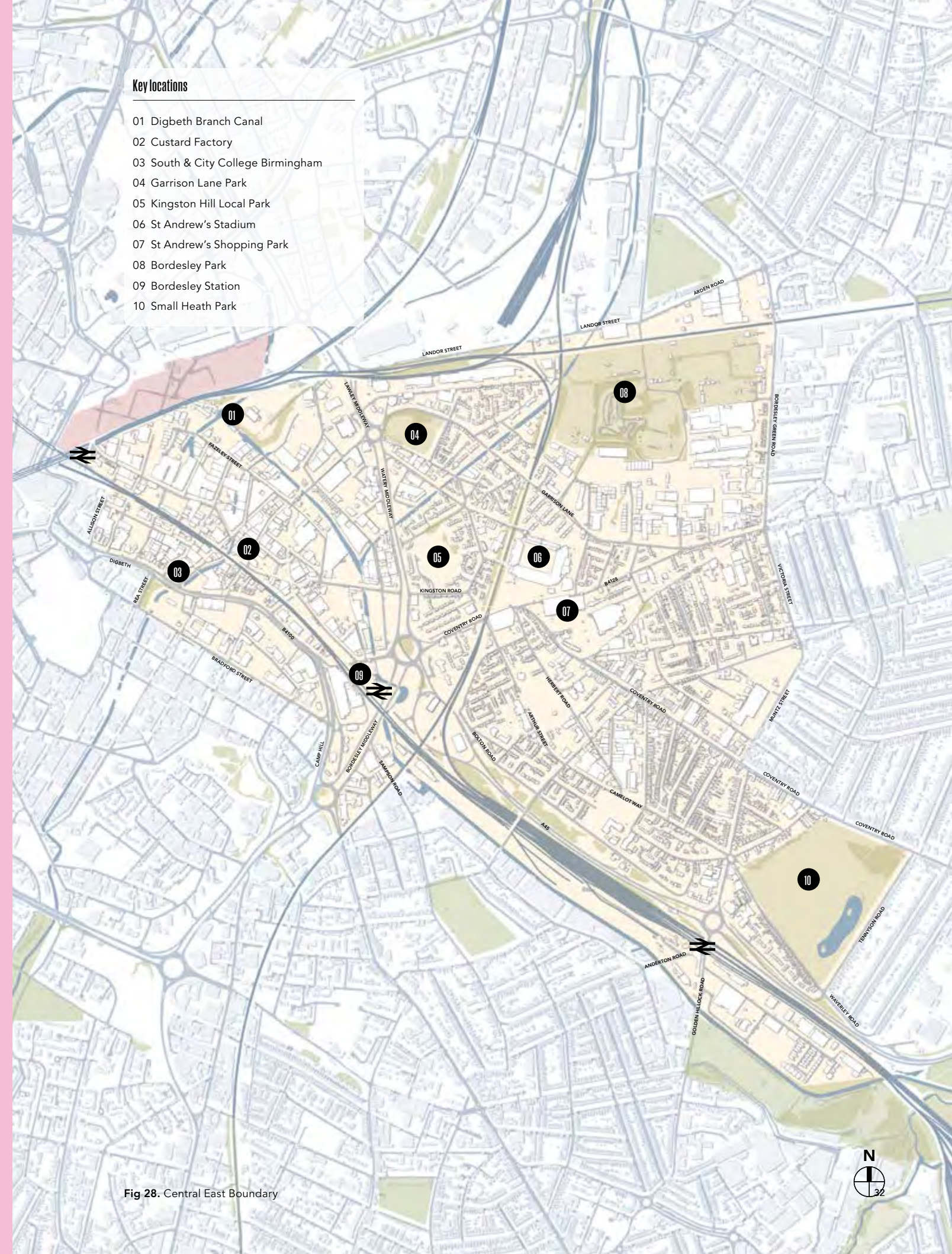


Fig 28. Central East Boundary



Fig 29. Typhoo Wharf Quarter, Digbeth

The sketches and Computer Generated Images included in this document are conceptual and illustrative to demonstrate the overall vision. All future developments would be subject to planning.

Coventry Road, at the heart of Small Heath, has been an important focus of commercial and community activity for over 100 years and continues to be one of the city's key local centres. It attracts visitors from a wide catchment and provides many important local services and facilities, alongside nearby Small Heath Wellbeing Centre.

The centre continues to grow and has great scope for further investment and development with the future arrival of HS2 at Curzon Street Station on Digbeth and Bordesley's doorstep. Our Bold Proposals will set a framework that places the spotlight firmly on the many opportunities that still exist to build on the area's successes and to connect and widen the opportunities further across Central East – so that the established communities – in Bordesley and beyond will benefit too.

A BOLD FUTURE

Birmingham’s Central East area of Digbeth and Bordesley continues to grow and provide a vast range of opportunities for investment in businesses, and commercial and residential development.

Investing in Creativity and Tech

The establishment of the £1 billion Enterprise Zone has boosted confidence in Digbeth as a place for new business over the last decade. The public and private sector has championed the opportunities of the area, particularly around the promotion of the hi-tech, innovation and creative sectors. With around 3,000 tech businesses generating over £2 billion for the local economy, Birmingham has the largest and fastest growing tech sector outside London and is home to more software developers, programmers and software architects than any other regional city in the UK. The delivery of The Bond, a new £18 million campus for film, TV, games and virtual production, has further bolstered this growing sector.

Skills and training programmes and courses at South and City College and Birmingham City University provide a stream of graduates targeted to supporting this growth. The BBC are developing a new regional headquarters, with national TV, online and radio output, in the heart of Digbeth, and Endemol are moving the production of its Masterchef series to the city at Warwick Bar with a new canal-side setting. The new Digbeth Loc film studios are bringing major film and television production into the city with a first phase repurposing existing heritage buildings, and potential for future expansion.

Whilst physical connectivity is essential, Digbeth is at the cutting-edge of hi-tech and creative industries that are connected globally. Promoting the need for the latest and best digital connectivity for Digbeth, Bordesley and all the communities of east Birmingham will be a priority for the City Council and other partners so that the area’s reach is more global than ever before.

Transformed Connectivity

Over £1billion is being invested in new rail, bus and active travel infrastructure that will support growth through the Central East area. HS2 arriving at the new Curzon Street Station is the biggest opportunity for the area in generations. The new station will have direct links into Digbeth from both main entrances, with the hub at New Canal Street connecting with the extended Metro, which will also stop at Meriden Street and by the Custard Factory on High Street Deritend.

Improving bus, SPRINT, new walking and cycling links, and routes along canals and the River Cole through to the 20 hectare employment site at Bordesley Park Growth Zone will put the site within a 20-minute walk of HS2, and improvements to Adderley Park Station and Small Heath Station would provide direct links to the regional rail network. The proposed Camp Hill Rail Chords will provide improvements to capacity at Moor Street Station allowing for enhanced local, regional and national rail connections.

Underpinned by the principles of the Birmingham Transport Plan, the reallocation of road space to more sustainable travel modes will act as a catalyst to a modal shift from cars – allowing more fundamental reimagining of the space previously occupied by traffic.

Gateway to East Birmingham

Central East is the gateway between the City Heart and the eastern urban suburbs of Birmingham, North Solihull, the NEC, Birmingham Airport and Arden Cross development. The River Cole provides an opportunity for a major green walking and cycle route for leisure and commuting connecting neighbourhoods with the canals and streets of



Fig 30. An artist’s impression of the Masterchef Studios

Digbeth. As part of the East Birmingham Inclusive Growth Strategy, a holistic approach is being taken to improving local services, green spaces, local centres, health and education. East Birmingham is a young place where a third of the residents are under 16 years old, one of the highest proportion of young people in the country. The development of skills and employment programmes will be tailored to target the needs of the growing tech, digital and creative industries that are being attracted to the Central East area. A young, skilled, and available local workforce will support job creation and levelling-up across the area, attracting companies looking to grow.

A Strong Identity and Character

Digbeth is different. It has a uniqueness, rich heritage, authentic character and grit, which sets it apart from the business and residential offer of other places locally and nationally. Small-scale start-up companies, creatives and artists are attracted by

the opportunities for affordable workspace and the networks of existing businesses and activity. There are significant development opportunities to increase density of activity, adding carefully to the fine-grain and small scale whilst providing grow-on commercial space, and in looking at the wider opportunities within the Central East neighbourhoods, to deliver more places to live and work locally.

Working with, protecting, and promoting what makes the area special adds value to both the community and for investment. Coventry Road in many respects is a traditional local centre but has continued to evolve to meet the needs of the diverse local catchment it serves. It has therefore developed many specialist services and is recognised for its broad local centre offer and vibrancy. Centres should be the focus for improving amenities and facilities that serve the local community.

The following Bold Proposals set a framework of opportunities that seek to maximise the potential of the Central East quarters and neighbourhoods.

Meeting our City Themes

City of Growth for All

A City of Connections

City of Centres & Neighbourhoods

City of Nature

City of Knowledge & Innovation

City of Distinctiveness

BOLD PROPOSALS

GROWTH ZONES



The eastern corridor of the city holds great redevelopment and regeneration potential with sites and areas where older industrial space and other employment activities have been changing and large sites and buildings become vacant or underused. This framework identifies a dynamic Growth Zone that will be promoted as an area that can contribute towards meeting the need for new homes and high-quality employment space.

Proposals will be developed in line with the principles of the Birmingham Transport Plan which seeks to create places where people can live, work, shop, be educated, undertake leisure and cultural activities within distances achievable by active travel modes, whilst supporting higher frequency public transport options and providing critical mass for location of mobility hubs and car clubs, and provision of other local services.

Digbeth and Garrison Park Quarter

As the birthplace of the city, Digbeth has always been an area of change and diverse activities, flexing to meet the city’s evolving social and economic needs. As HS2 Curzon Street Station and the extended Metro transform the area’s connectivity, the spotlight has fixed once again on Digbeth and surrounding areas.

This Growth Zone will connect the opportunities in Digbeth by encompassing in the area around Garrison Park, the western part of Bordesley Green (which is also included in the wider Bordesley Area Action Plan Growth Zone identified in the Birmingham Local Plan). The rich heritage of the area, defined by the city’s industrial roots, provides a unique and diverse built character, and a vibrant range of uses – a catalyst for developing a wide range of opportunities for new homes and workspaces. The River Rea, Grand Union and



Fig 33. Green House mural, 2024, Custard Factory by Gent 48, with The Green Man, 2002, by Tawney Gray (Photo Credit: Gent 48)



Fig 31. The Bond Studios, Digbeth

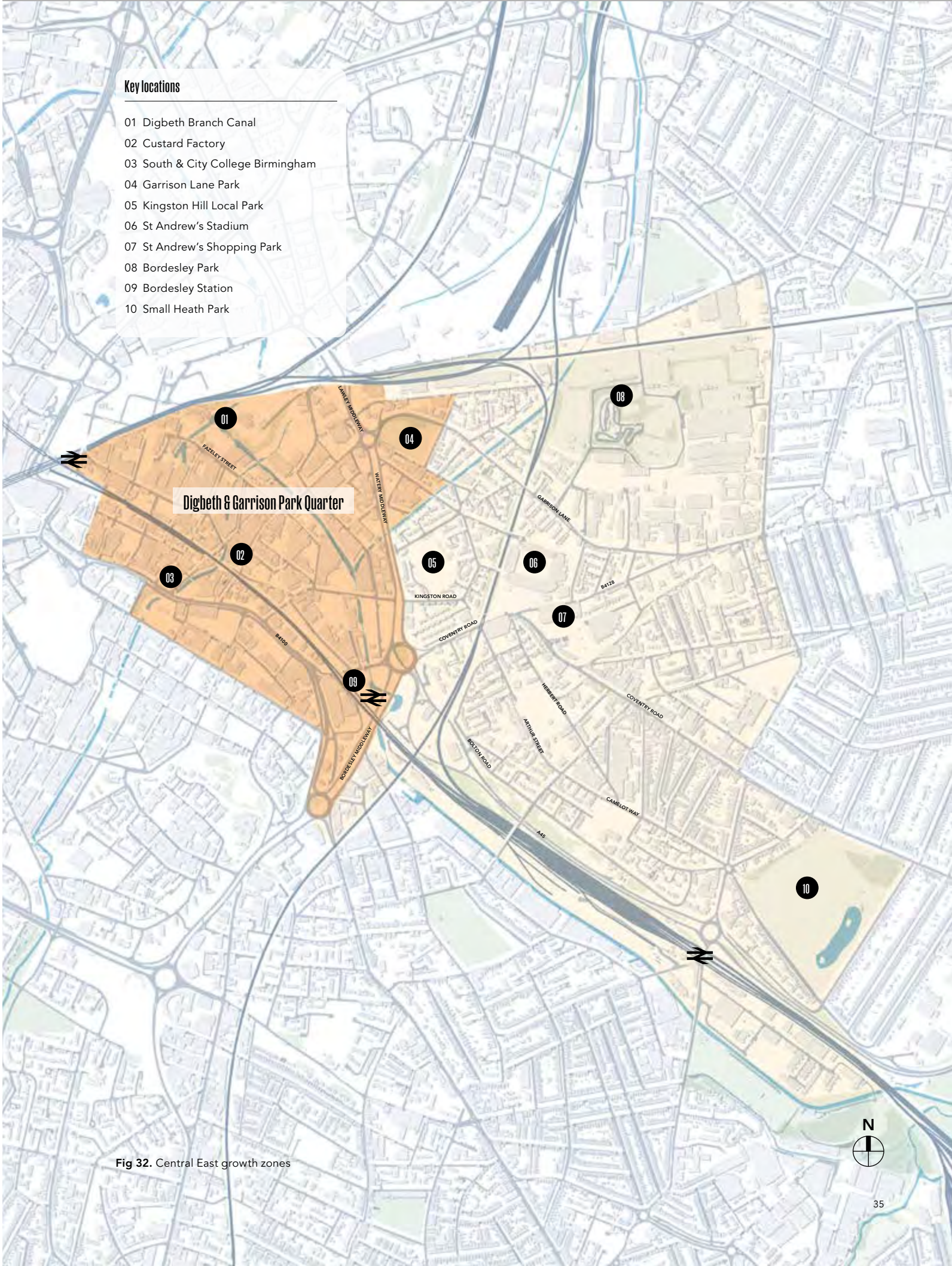


Fig 32. Central East growth zones

Birmingham & Warwick Junction canals run through the heart of the area with several cleared or under-utilised sites alongside providing opportunities for improving access to and environment of the river, and for new canal-side living and working, improved access for active travel, and enhanced nature corridors. Remodelling of Watery Lane Middleway at key junctions and transforming crossing points to provide priority for walking, cycling and public transport connections, will reduce the current physical barrier of the ring road.



The area is steeped in history, with the Digbeth and Bordesley High Streets, and Warwick Bar Conservation Areas providing the basis for amplifying and curating its special character. The historic Garrison Park will be restored as a neighbourhood park with opportunities identified for new residential development to over-look the space. The park will provide an improved setting for landmark heritage buildings including the Avecinna Academy (Grade II Listed) and The Garrison public house of "Peaky Blinders" fame. The park will form part of a network of green routes and spaces throughout the Central east area. There is potential for higher density residential buildings alongside Watery Lane, with lower scale townhouses and family homes to the east of the park. The range of major development opportunities within the Growth Zone will be identified through more detailed master planning, and site allocations in the Birmingham Local Plan.

Fig 34. Digbeth and Garrison Park Quarter

BOLD PROPOSALS

MAJOR DEVELOPMENT SITES



Digbeth and Bordesley had been on the fringes of major development activity, but over recent years interest has grown in the area, particularly in Digbeth where sites have come forward with several key planning consents for major developments. Significant development and investment opportunities are being promoted across a range of uses. From small and mid-scale incremental growth of commercial space fitting with Digbeth’s historic core, to larger scale employment and residential opportunities in Bordesley, a rich mix of uses and activities will add more footfall and vibrancy with access predominantly via sustainable transport modes.

Key opportunity development sites include:

Bordesley Park

As identified in the Bordesley Area Action Plan wider growth area, this site presents one of the region’s key investment opportunities over 20ha, the Bordesley Park site has the potential for development of over 90,000 sqm of employment space with flexibility to accommodate specific requirements in line with market conditions and occupier needs. Existing industrial areas have great potential for investment as new infrastructure comes forward on the former Wheels site which will improve accessibility and potential for links with incoming businesses.

- Up to 93,000 sqm of employment space.
- Potential to contribute to the provision of up to 3,000 jobs and training opportunities.
- Successful Levelling Up Funding of £17m to remediate the site (£19.05 million overall including BCC’s 10% contribution).
- Adjoining and nearby areas also provide opportunities for development of new housing investment in local centres including Bordesley Green.

The Digbeth Estate

The Custard Factory, Fazeley Studios, Rea Studios, The Bond and several other buildings are collectively referred to as “The Digbeth Estate” by its owners Oval Real Estate Ltd. Spread across approximately 18.9 hectares, Oval have been proactively working to enhance the sense of place, alongside attracting a broad range of occupiers to strengthen the city’s growing creative, hi-tech, arts, start-up, and independent sectors.

Over the next 20 years, over £1bn will be invested to deliver plans for increasing the floorspace for businesses, leisure, culture and introducing residential uses. The Conservation Area has a fine grain of mixed uses which the estate masterplan utilises to re-use and add incrementally to the unique and rich mix of buildings and activity. Improved public realm and opening new connections alongside the River Rea and through the landmark railway arches is at the heart of the plans. Establishing the area around the Custard Factory as a local centre for meeting wider community needs is a key aim.

New and refurbished commercial office, retail, leisure space could support 16,000 new jobs and 1,850 homes. The estate makes up a significant area of the Digbeth & Garrison Park Growth Zone.

Typhoo Wharf

The former Typhoo Tea factory, together with adjacent sites and buildings along Bordesley Street and New Canal Street create a significant development opportunity that will be the catalyst for growth and greater density in this part of Digbeth. Within 5 minutes’ walk of HS2 Curzon Street Station’s east entrance, and a new Metro stop adjoining the site, Typhoo Wharf will be one of the best connected in the city.



Fig 35. An artist’s impression of Oval’s Digbeth Estate

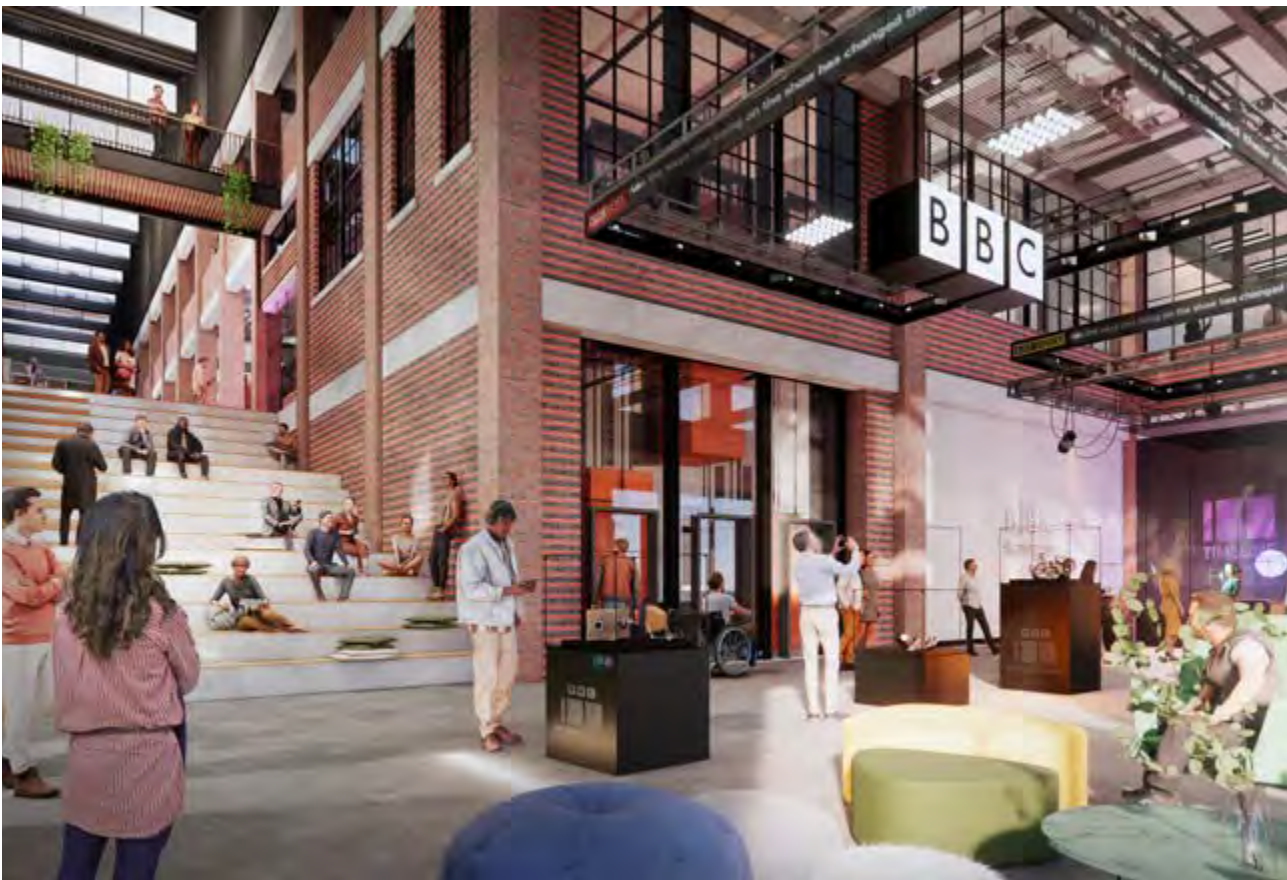


Fig 36. An artist’s impression of the BBC regional broadcast and production centre at Typhoo Wharf



Fig 37. An artist's impression of Upper Trinity Street

As a first phase, the BBC are creating a new regional broadcast and production centre, “The Tea Factory” which will bring back to life the historic former Tea packing plant, sensitively remodelled to create a leading net-zero carbon emissions building at the heart of the site. As a second phase, new public squares and re-opening of the Typhoo wharf canal basin is also planned. The wider site offers further phases as a new quarter within Digbeth which could include a major cultural and visitor destination including a potential museum, with a range of new homes, and commercial office, retail and leisure opportunities. The locations heritage and character incorporate new public art, alongside investment in heritage buildings to bring them back into use and fit for 21st century standards.

Warwick Bar

A development site of 7 hectares owned by Homes England has the potential to provide a destination mixed-use scheme with a significant number of new homes alongside a major commercial and cultural offer that maximises the city and region’s potential as a global creative centre. Development will bring new life and activity to maximise the potential of the canal-side location. New walkways can be

created alongside the green River Rea, opened up as a wildlife corridor, and a landing-point for the proposed Duddeston Skypark within a destination public square. New pedestrian and cycle access points will be created utilising the historic Cattle Bridge from Fazeley Street, and a new canal bridge could be provided as part of a potential direct route to Floodgate Street and the Custard Factory.

Phase 1 is already being delivered to accommodate the Masterchef studio and at Digbeth Loc a further major space for TV and film production studios is being developed. Future phases will include a high-density residential neighbourhood including attainable housing, and potential for leisure and cultural visitor attractions. Employment space will be a key ingredient of the site, alongside retail and restaurant/café as part of a mixed-use living and working location.



Fig 38. An artist's impression of the Digbeth Bus Garage

Upper Trinity Street

A major £260million mixed-use development that will add a new destination to Digbeth adding commercial business space to support 172 new jobs, a hotel, a new green public square with a restored listed Lock Keepers Cottage at its centre, and 936 new homes. A 35-storey tower will form a gateway landmark for the area. The relocation of existing community activities and creation of a new visitor attraction are also planned. Affordable workspace units have been secured through a S106 agreement.

Digbeth Bus Garage

Within the proposed Garrison Park Quarter Growth Zone, plans to redevelop the former bus garage have been approved and are to be delivered by developer HUB. The 2.4 hectare site would accommodate a major mixed-use scheme that provides new public realm and canal-side spaces, a range of start-up and affordable workspaces, retail, and leisure uses alongside a new residential community within 2,000 homes, adding significant new footfall and vibrancy to the area.

Camp Hill Gardens

A development over 1.6 hectare extending Digbeth’s residential market with a landmark mixed-use scheme with over 500 homes for rent. Over a quarter of the site will provide a high-quality park and roof-top gardens for residents, and facilities include a gym, co-working space. The scheme also includes commercial space for retail, start-ups, café/restaurants.

High Street Sites - South

The southern side of Digbeth’s High Streets have seen major planning consents in recent years, with several sites having potential to deliver significant numbers of new homes and new commercial and community space around a new network of streets and squares including:

- Stoneyard – 32 storey tower with 995 homes and 2,787 sqm commercial space.
- Lunar Rise – over 500 new homes and commercial space.
- Irish Centre – 48 storey tower with 454 homes and 929 sqm amenity/community space.

BOLD PROPOSALS

GREEN AND BLUE WEB



As one of the greenest cities in Europe, Birmingham boasts extensive green space, with a vast network of canals and watercourses across the city. These green and blue spaces are vital natural assets and play a crucial role in tackling climate change, supporting biodiversity and meeting our Route to Zero ambitions. We have significant opportunities to enhance and protect these spaces, to bring health and wellbeing benefits to communities, encourage community stewardship and improve connectivity across the city by creating a web of green and blue active travel routes.

Central East is mostly urban in its character with tight-knit streets and dense building cover, broken only by green sections of the River Rea and canal corridors, and Garrison Lane and Kingston Hill Parks. Some late 20th century suburban character housing with small gardens makes up the central Bordesley area adding private green space, with the larger Small Heath Park providing a neighbourhood focus. As more people come to live in the Central East area, improved access to increased provision of green spaces will be essential. There are no opportunities for large new park spaces within the area, however the use of courtyards, pocket parks and meadows, green streets, and imaginative reuse of existing infrastructure for green spaces will fill the gaps, enhance ecological value and connect to strategic green and blue networks from the inner-city out to the River Cole Valley.

Duddeston SkyPark

The unused Duddeston Viaduct has great potential to create a new green spine through Digbeth, connecting neighbourhoods and creating an exciting resident and visitor experience. The high-level route could be imaginatively landscaped with walkways, public art and feature lighting to create an attractive space for relaxation and leisure.

The 165-year-old 400m long blue-brick structure sweeps above the roofs and streets, and would provide a dramatic visitor attraction with long distance views across the city. The green route would connect High Street Bordesley with the development at Warwick Bar with links to the River Rea, canal towpaths and green streets making it part of the network of green spaces through the Central East neighbourhoods. The landing of the Duddeston SkyPark will be an important part of any redevelopment proposals of this site. Future structural remediation and landscaping should ensure that ecological diversity can be maintained and improved alongside public access.

Rediscovering the River Rea

Opportunities will be sought through new development to better connect people to the River Rea by providing public access points and bridges. Opportunities will also be sought to de-culvert the river through “urban river reveal” creating a feature of the river and improving access for maintenance. There is the potential to create a new publicly accessed open courtyard space along the river around Floodgate Street, and to maintain and enhance the tree cover, green spaces, and biodiversity through the Warwick Bar site, with a public walkway allowing access. There may also be the potential to incorporate public art into these spaces. All proposals need to have full regard to wider River Rea catchment planning and flood risk issues, building upon the site’s great potential to decrease flood risk.

Cole Valley and Ackers Link

The Ackers Trust site lies to the east of the area and provides a wide range of sporting and community activities. Opportunities will be taken to enhance the walking and cycle links to the site



Fig 39. An artist’s impression of the Duddeston SkyPark

from the canals and through to the River Cole Valley which runs through the city along the edge of Small Heath, an onward toward the city’s periphery and eventually the green belt.

Central East Canals – the Blue Network

The Grand Union, Birmingham & Warwick Junction, and Digbeth Branch Canals underpin the historic development of this area of the city and formed the arteries for trade and commerce that cemented Birmingham’s vital role in the Industrial Revolution. The city has utilised the canals as part of its renaissance over the last 30 years, however within Digbeth and Bordesley there is so much potential still waiting to be tapped. There are opportunities throughout the area for new canal-side development that will provide better overlooked spaces and generate new activity and footfall – a canal-side setting can be the catalyst for development of the wider area.

Working in partnership with the Canal & River Trust, a Canals Action Plan will be developed across the Central Birmingham area to identify detailed opportunities for development, new and improved access points and crossings, places for new residential moorings and potential new basins/ wharfs. The canals provide essential connections for commuting and recreation – jogging and cycling, walking and relaxing. Proposals will be identified to improve the quality of the physical environment, promote and improve heritage features, and focus on improving personal safety, particularly within tunnels and under wide road bridges.

The canals provide essential green spaces which benefit the health and wellbeing of people using the canals, and in bringing wildlife into the heart of the city. Development and physical improvements, ensuring a meaningful continuation and enhancement of opportunities for nature and biodiversity will be essential and must form part of any designs.

Greenways

Underpinned by the proposals of the Birmingham Transport Plan, as we move towards reducing the number of vehicles travelling through the Central Birmingham areas, there will be opportunities to remodel and repurpose parts of the existing highway space, breaking down barriers between neighbourhoods to provide attractive, safe and

direct connections. Opportunities to introduce priority for public transport and active travel and enhance connections to existing cycle networks will be explored when developing detailed plans.

Greenway High Street Bordesley

From the junction with Adderley Street to old Camp Hill, a new Greenway linear park is proposed, remodelling existing wide highway space alongside the development opportunities to provide residents with a greener environment and enhanced walking and cycling links. The change will be possible as part of the traffic changes along the B4100 associated with the arrival of Metro in Digbeth’s High Streets. The Metro scheme is providing a catalyst for transforming the public realm of this historic city street, converting a six-lane urban motorway to a space with public transport priority and wider footways with tree and herbaceous planting, seating areas and public art. Bars and pubs will have space for outdoor seating. Extending the principles further to old Camp Hill will be transformative for the area.

The Peaky Loop

Connecting, creating and improving pockets of green spaces will provide recreational walking routes and opportunities to explore and promote local heritage and stories through wayfinding and public art. As sites are redeveloped, and opportunities sought to improve public realm and existing parks, the “Peaky Loop”, inspired by the television series “Peaky Blinders” (set in Birmingham), will connect both ends of the Duddeston SkyPark via the Rea Valley walkways, routes through development sites and improved “super crossings” across Watery Lane Middleway. The route connects to Garrison Park with links to the canal at Lower Dartmouth Street where remodelled highways space has the potential for opening-up the canalside for new residential moorings. From the canal and its links to the Cole Valley, the Peaky Loop returns through Kingston Hill Park and across a new pedestrian crossing alongside the Metro extension into Adderley Street.

Fig 40. Digbeth Branch Canal (right)



BOLD PROPOSALS

CONNECTING PLACES



Birmingham’s transport network is intricate and vast, serving both to connect local communities and thread into national transport networks. Building upon principles within the Birmingham Transport Plan, there are strong opportunities to enhance public transport services and active travel routes across the city. Such measures will improve connectivity, providing greater ease of travel for citizens, and enhance safety, accessibility, and overall experience for pedestrians and cyclists.

Central East will be directly connected to the new HS2 Curzon Street Station at Paternoster Place, New Canal Street and Andover Street with the furthest part of the area being within a 20-minute walk from there. Connecting the opportunities of Digbeth and Bordesley Green with the wider city and region by sustainable transport modes are already improving and have potential to grow further. Strategic railway improvements also need to be accommodated within the area. The streets of Digbeth are a legacy of the industrial age and the quality of environment needs to be enhanced, and new connections sought, to allow businesses and investment opportunities to flourish and connect to surrounding quarters and neighbourhoods.

Digbeth Streets of Character

The streets throughout Digbeth and connections to Bordesley need attention to create a more legible, welcoming, and attractive visitor and every-day user experience. Proposals will be developed for improvements that build on the quarter’s unique industrial heritage and traditional materials and fuses it with contemporary art and creative interventions.

Reducing the dominance of parking and road space on key routes will provide wider spaces for outdoor seating, walking and cycling, and carefully integrated planting. Feature lighting can bring areas to life at night and create different moods to suit the quarter’s different character areas. Different models of ongoing stewardship of the streets and spaces will be considered by the City Council with partners and stakeholders.

Metro: Birmingham Eastside Extension

The extension to the Metro is already under construction with new stops planned for HS2 at New Canal Street, Meriden Street and High Street, Digbeth. This investment in infrastructure is already attracting new businesses and unlocking development opportunities. To improve connectivity and spread growth further, the extension of Metro through the Central east area will be promoted with stops at Adderley Street for Garrison Park Quarter Growth Zone, St Andrews for the football ground and Coventry Road Local Centre, and along Cattell Road/Bordesley Green Local Centre to Heartlands Hospital and beyond. As such, the Metro will be key in connecting the communities of east Birmingham to key employment and social infrastructure right through to Birmingham Airport. A potential spur to connect the Smithfield development and connections south to the University of Birmingham would also bring citywide connections to Digbeth.



Fig 41. An artist’s impression of Eastside Metro Extension



Fig 42. The developing Birmingham Eastside Metro Extension

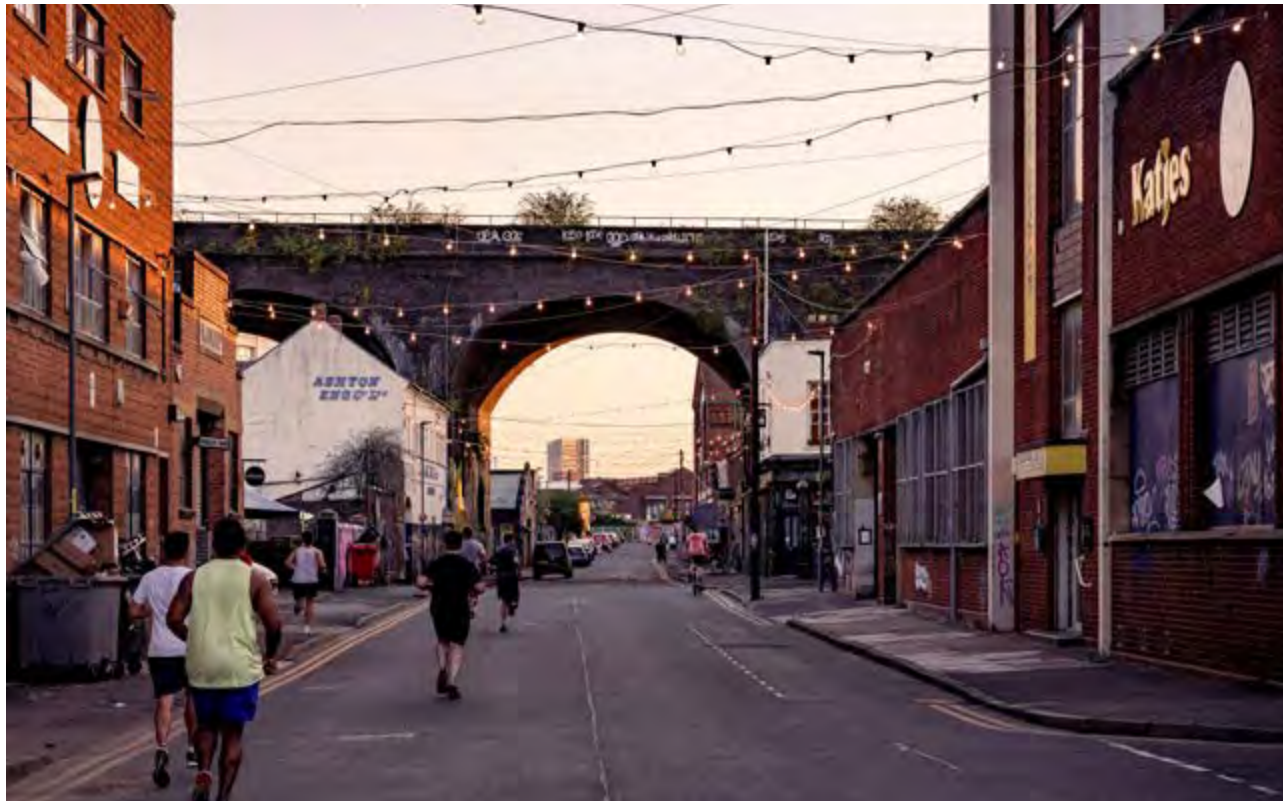


Fig 44. Bordesley Railway viaduct

Adderley Park and Small Heath Railway Stations

The stations have great potential to better serve existing residents and to help meet the needs of workers accessing the Bordesley Park Growth Zone. Increasing the frequency of services stopping at the stations is a priority. In addition, the stations need investment to improve accessibility into and around the station buildings and platforms, creating a gateway, improving the quality and attractiveness of the overall environment and facilities for passenger comfort, with the potential for public art installations. Aligned to the principles of the Birmingham Transport Plan, opportunities will be explored to transform the quality and safety of walking and cycling connections to the stations from surrounding areas.

Camp Hill Chords & Bordesley Station

As part of the Midlands Rail Hub, the proposed re-opening of the Camp Hill railway line to passenger services between Kings Norton and Tamworth including a connection into Moor Street station via new “chords” at Bordesley is a major transport priority being led by the rail industry, with support from the City Council. The provision of the chords would bring significant capacity benefits to the

wider regional rail network. However, this will require major infrastructure works to the south of Bordesley Circus. There will be a need for a full assessment of the implications of the chords proposal and any impact on adjoining sites, along with consideration of any development opportunities that may arise. A collaborative approach to designing new structures will be sought to ensure local connectivity, placemaking and development opportunities are enhanced and not compromised.

Bordesley Station, only open on match days at St Andrews, may not be able to be accommodated on the new track layout for the Chords – if the station is closed this will strengthen the need to further extend the Metro to St Andrews and to serve the Garrison Park Quarter Growth Zone, along with improving bus services through Sprint and Cross City Bus, and improving active travel links to and from the area around St Andrews and Bordesley.

The station if used by passengers other than football fans, is a short distance away from the City Centre and in particular from Moor Street station (one mile). Heavy rail is not the most appropriate mode for such short trips, which can easily be made by other more appropriate public transport modes or



Fig 43. Bordesley Railway viaduct

active travel as these are improved. The residential development around the current station site would form much more of an origin use rather than a destination justifying a rail station in its own right so close to Moor Street. Should the station be retained and services increased (though Moor Street would be expected to still have a much better more frequent service offer from many destinations, in addition to that offered from nearby New Street station) then there is a risk to on-train capacity for travellers coming from stations further out (including for example from the new Camp Hill Line stations), and delays to their journeys with a performance risk to the rail network. Initial analysis undertaken by the rail industry indicates that the station if retained (which would require rebuilding to co-exist with the chords) would not have a business case and would therefore be unlikely to be fundable. There are much more appropriate priorities for new/improved rail stations in Birmingham, which are supported by the Birmingham Transport Plan/ current Birmingham Development Plan, for example TfWM’s recent study looked at new stations at Balsall Heath and Castle Vale, with the latter being shortlisted for further business case work subject to WMCA funding approval.

SPRINT: Walsall to Solihull

The area is to be served by the new rapid-transit SPRINT services which will offer cross-city enhanced bus connections. Phase 1 of SPRINT is complete including extended bus lanes and priority signalling. Phase 2 which will complete the SPRINT corridor between Walsall and Solihull will commence in 2024.

Curzon Arrival Points

A key driver for growth is the arrival of HS2 along the northern edges of Digbeth. At Paternoster Place, a high-quality pedestrian plaza will be created to provide a direct connection between Bordesley Street and Station Square at the western entrance to the HS2 Curzon Street Station – and the wider City Heart quarters.

At New Canal Street and Andover Street, the eastern entrance to HS2 Curzon Street Station and integrated Metro stop will become a key arrival point into Digbeth, where high-quality paving, lighting, public art and street furniture will create a positive first impression for the area. This connection is also the gateway for strengthening the physical walking and cycling links between the Digbeth Creative Cluster and the Knowledge Quarter.

BOLD PROPOSALS

HERITAGE AND CULTURE



Birmingham is a city rich in history and culture with a unique landscape that reflects its industrial past. With an array of cultural and heritage offerings, shaped by diverse and creative citizens, the city has a lot to celebrate. We want to entrench the distinctiveness of the city, with ambitions to celebrate, protect and enhance our cultural, social and heritage assets, and ensure opportunities for our arts, cultural, faith and creative communities to thrive.

An era of change is on the horizon for Digbeth ahead. Valuing and amplifying what makes the place special and unique is more important than ever, with organic growth within the tight-knit parts of the Conservation Areas paired with the potential for flexibility and greater change outside them. However, all levels of change need to work with, nurture and strengthen the character of Digbeth and its rich networks of activity.

Both the Warwick Bar Conservation Area and Digbeth, Deritend and Bordesley Conservation Area span the Central East area, protecting its unique history. Many architectural gems are statutorily listed within the area, including Moor Street Station, the Gun Barrel Proof House, or locally listed, including the Bordesley Railway Viaduct and the Digbeth Police Station.

The Central East area also boasts diverse heritage, arts, culture and leisure offerings with many creative arts studios and makers spaces throughout the area. Eastside Projects have recently appointed by Birmingham City Council and West Midlands Combined Authority to integrate public art into the improved public realm around the developing Eastside Metro Extension. The established collective Grand Union is expanding artistic spaces at the Junction Works, and also showcases its projects in public spaces, while the multi-venue event “Digbeth First Friday” opens up arts and cultural venues to residents and visitors on a weekly basis.

With the opening of the BBC’s “Tea Factory” studios and the Digbeth Loc studios, Digbeth is set to become a hub of film and TV production, whilst the “Custard Factory” and Floodgate Street provide vibrant leisure and entertainment opportunities well into the night-time. Heading further into Bordesley, St Andrews Stadium, home of Birmingham City Football Club, draws in football fans from far and wide.

The following section highlights several opportunities to further enhance heritage and culture in Central East:

Conservation Areas

Digbeth has two Conservation Areas: “Digbeth Deritend & Bordesley” and “Warwick Bar, Digbeth”. It is proposed to review the Conservation Areas and their associated Management Plans to update boundaries and changes since the last reviews. Much of the area’s character comes from the fine grain of buildings, layers of different eras with a rich colour palette, materials, scale, massing and detailing. The canal network also makes a vital contribution to local distinctiveness and sense of place. Recent culture has added a different dimension with street art providing a strong visual identity, where managed well.

Within a review of the Conservation Areas, it will be recognised that many of the area’s buildings were built for a different purpose, often not meeting the needs of today’s users and standards for sustainability – however there are many leading examples of heritage buildings in Digbeth being repurposed and brought up to date with sensitive restoration and additions that work with the grain, materials, and character of the surroundings. Any development within the Conservation Areas will add value by evolving and strengthening character, and bring new life and activity with the investment.



Fig 45. Graffiti by Flake (Credit:David Brown)



Fig 46. An artist's impression of the revitalised arches

Low Line - Opening up the Arches

A major opportunity exists to transform the spaces beneath and around the landmark Duddeston Viaduct by opening up the connected archways to create an exciting pedestrian route running deep into the heart of Digbeth between Shaws Passage and the Custard Factory alongside new development opportunities. The new pedestrian spine could reveal and connect sites with new high-quality spaces that highlight the area's historic character, forming a major visitor destination with a mix of workshops, retail, restaurant and leisure and cultural uses weaving in and around the structures of the viaduct.

The route is currently hidden and only accessible in parts so it would need co-operation from surrounding landowners to bring forward what would be an exciting and unique opportunity.

Digbeth Creative Cluster

With over 500 companies and organisations forming the creative and artistic community of Digbeth, it has strong links with nearby education providers. The identification of Digbeth as a Creative Cluster will strengthen the existing eco-systems and cross linkages to universities and institutions such as

Birmingham City University, South and City College Birmingham and Birmingham Metropolitan College.

Affordable Workspaces

Digbeth's evolution, with its wealth of independent and start-up businesses, and creative and arts organisations, has emerged in great part due to the relatively low-cost workspaces and flexibility of leasing. There is a recognition that a key element of what gives Digbeth its value, are the people and activities that breathe life into it every day – and that any new investment and growth responds to the needs of the area allowing the retention of appropriate existing businesses. The City Council will actively encourage developers and investors to work positively to minimise disruption to local businesses by identifying suitable alternative space for existing uses when any sites are redeveloped, and to work to curate the types of uses across sites and new schemes so these complement one another and provide a balanced offer. Affordable workspaces are being considered in appropriate locations in the city as part of the Growth Zone policies in the new Birmingham Local Plan.



Fig 47. Creative workspace

Night-time Centres, Irish Quarter & Custard Factory Streets

Within the Central east area, Digbeth is the home to a thriving night-time economy, dating at least as far back to the listed old Crown public house to 1368. The area's offer supports the city's visitor economy and local jobs. Policies to protect and support the range of night-time economy uses including restaurants, bars and night-clubs will be developed as part of the new Birmingham Local Plan.

Digbeth's High Streets and surrounding side streets have long been home to many of the city's late-night pubs and bars, and the heart of the live music scene across many small venues, with the larger Digbeth Academy hosting major acts. The area is home to many arts, music and film festivals such as Supersonic, Flatpack and Hi-Vis festival, attracting thousands of artists, musicians and audiences from all over the world, while "Digbeth First Friday" offers a monthly programme of arts exhibitions and performances. The city's Irish community have well established roots in Digbeth, and many pubs retain their strong connections and community patronage. The streets and railway arches around the Custard Factory are also home to many independent bars, galleries, cinema, micro- breweries and nightclubs that provide an alternative offer to more mainstream late-night parts of the city.



Fig 48. Maker's space

Junction Works

Junction Works is a Grade II listed former warehouse located in the Warwick Bar Conservation Area and situated at the intersection of the Grand Union Canal and Digbeth Branch Canal. Junction Works, delivered by Grand Union with support from Homes England and others, will be redeveloped as a home for contemporary art in the heart of Digbeth. The new venue will deliver a lively, cultural community facility that is accessible and welcoming to all, allowing citizens to experience art through gallery exhibitions, workshops and events. Grand Union will transform this once derelict heritage building, with plans to include exhibition, meeting and events spaces, a community café, kitchen and garden and accessible artist studios.

BOLD PROPOSALS

CENTRES AND COMMUNITY



High streets, shopping centres and community centres are at the heart of neighbourhoods, a place where communities coalesce to socialise and access services. Through harnessing opportunities for improvement and development we can enhance the way local centres serve communities and provide the means for leisure, cultural and health and wellbeing activities.

Existing communities within the Central East areas of Bordesley and Digbeth are diverse and well established. Over the next 20 years with high levels of growth coming forward, new residents, workers and visitors will add to the footfall of the area. Their every-day shopping, social and community needs will be met to ensure it is a great place to live, work and play. Existing centres can capitalise on population growth, whilst some locations will adapt existing commercial space to meet future needs.

To support the delivery of sustainable and inclusive neighbourhoods, walking and cycling will be actively encouraged as the first mode of choice to access centres where the deliverable and sustainable facilities and services that local citizens wish to have access to within the centre are made available, and are accessible, within a short walk or public transport journey of their homes.

High Streets Deritend & Bordesley

The existing and growing working community of small and medium businesses and tech companies in Digbeth will be joined by more people living in the area over the next 20 years. The core of Digbeth on the northern side of the High Streets and around the Custard Factory has the potential to fulfil the functions of a local centre with commercial space that provides for a range of retail and business uses, doctors, dentists and other social infrastructure that meets varied community needs.

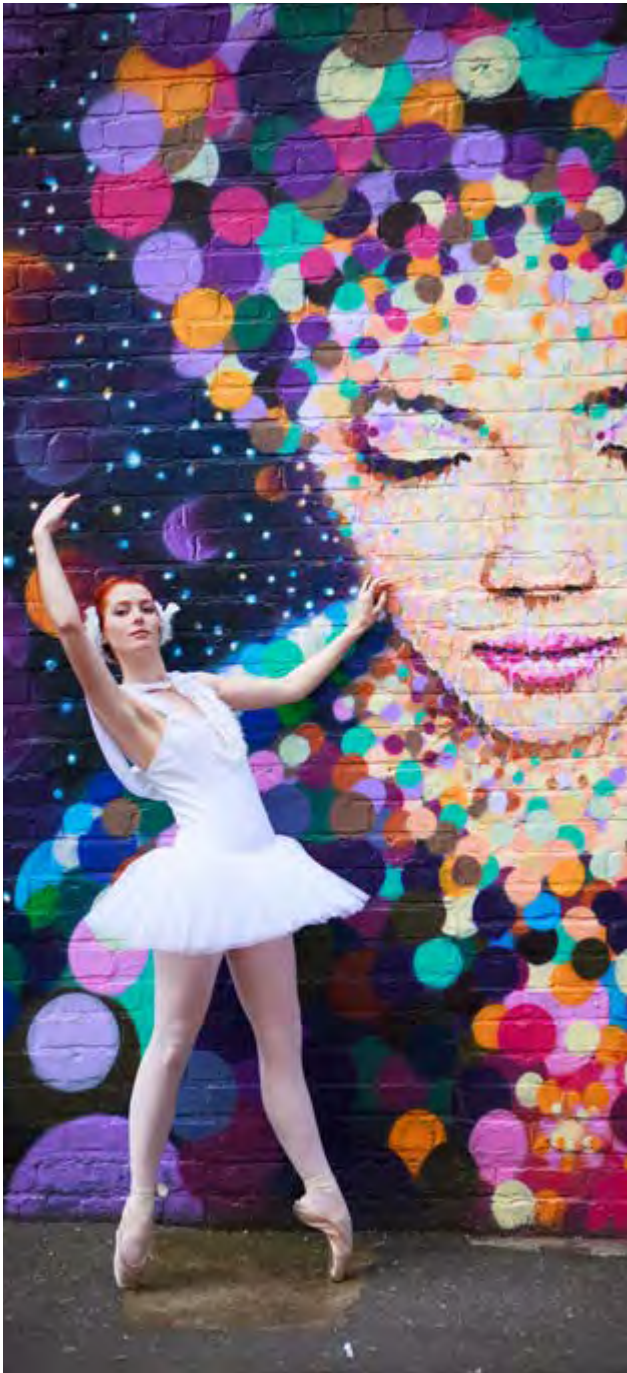


Fig 50. (Artist: Jimmy C) Photo taken at the City of Colours Festival & Birmingham Royal Ballet for Birmingham Weekender 2013



Fig 49. Custard Factory



Fig 52. Bordesley Gateway

Coventry Road Centre & St Andrew's

The Coventry Road Centre will be improved through ongoing development and improvement as well as developing proposals for a greener and more pleasant environment in both the centre and around St. Andrew's Stadium. The opportunity for a gateway development will be explored at the centre's western end which could help to improve links to St Andrew's Stadium and its growing sport and leisure offer, and wider connectivity with the Bordesley Area and to Digbeth.

Additional opportunities presented by the enhancement of existing canals, the proposed extension of the Metro route through the northern edge of the centre, SPRINT, and the significant development opportunities will improve active travel linkages between Bordesley and the City Heart.

The retail offer at St Andrew's retail park can be strengthened, and a high-quality business and enterprise environment delivered to the south of Coventry Road. Small Heath Park is both an important community and cultural facility and can be improved as part of wider environmental enhancement. Selective opportunities across the

area can be taken forward for new residential dwellings, all contributing to create a thriving sustainable mixed-use neighbourhood.

Bordesley Green Centre

Bordesley Green Centre sits at the heart of the sustainable and inclusive neighbourhood pilot area and has great potential for the location of new retail and community uses well as new housing at Cherrywood Road. Development proposals and potential public realm improvements will be developed to create a greener, safer and more attractive shopping and user environment, where walking and cycling to the centre's services and facilities are actively encouraged as the first mode of choice.

The delivery of the Bordesley Park opportunity site, employment site, with residential opportunities at and around Cherrywood Road, together with the proposed Metro route along Bordesley Green will act as a catalyst for change in the centre. Plans will be developed to improve the quality of active travel linkages between Bordesley Green Centre, Adderley Park Railway Station, and new Metro stops. Redevelopment opportunities north of



Fig 53. SIFA Fireside

Bordesley Green Road will be brought forward focusing on high density or family housing at the heart of the centre, and improvements delivered to Henry Barber Park.

Digbeth for All

Within the area there are several long-established charities, voluntary and community focussed organisations that provide essential services and activities providing access to welfare, training, and skills to those at most need in our communities, often at difficult times in their lives. Seen as a neutral part of the city, it is essential that the safe and welcoming spaces that are provided can continue and flourish within Digbeth and Bordesley, and that they can be accommodated and included within and alongside any new development.

Bordesley Green Girls' School

Subject to continuing demand, the site of Bordesley Green Girls school will be extended providing an improved educational environment/setting and additional space for teaching and learning.



Fig 51. Pat Benson Boxing Club

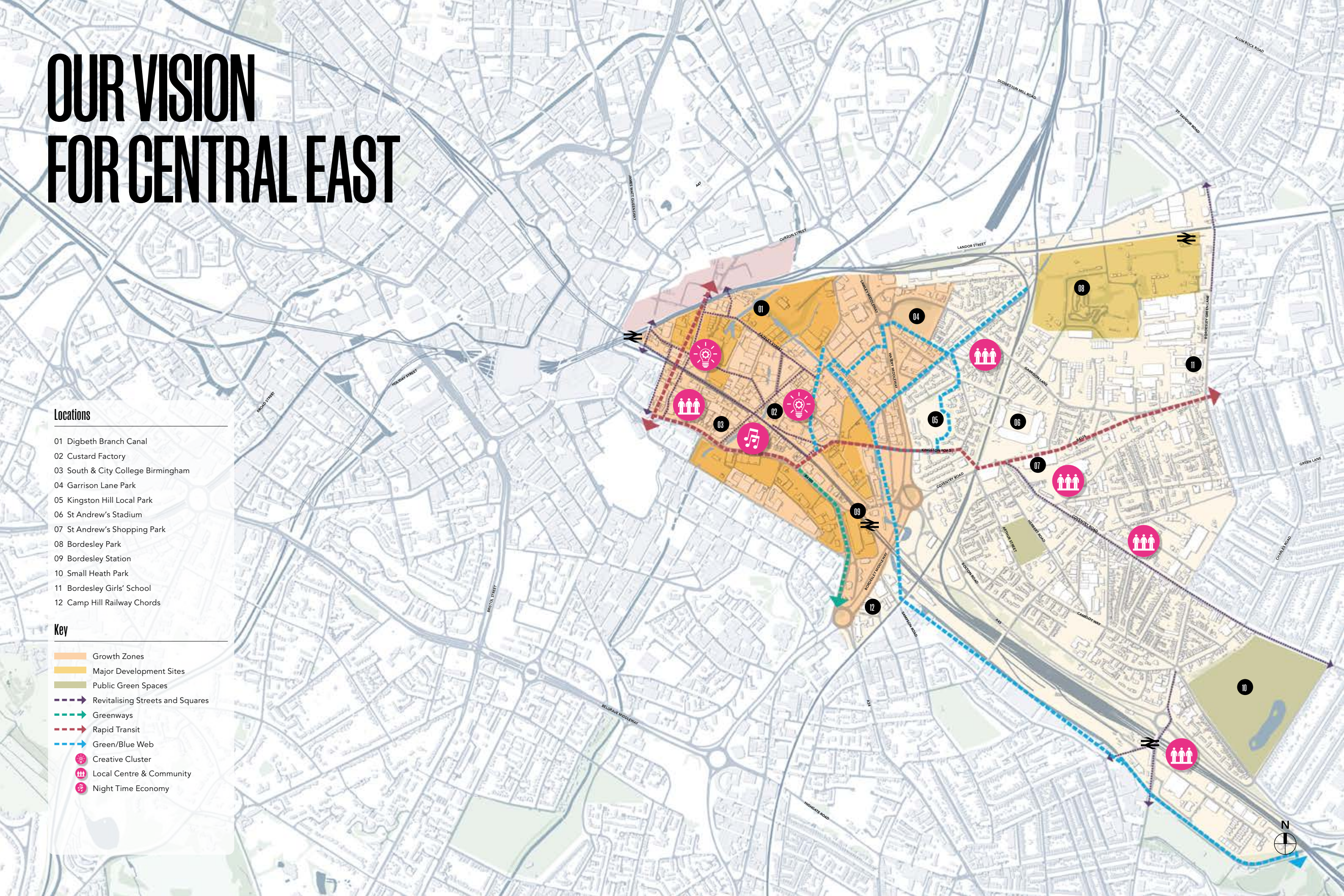
OUR VISION FOR CENTRAL EAST

Locations

- 01 Digbeth Branch Canal
- 02 Custard Factory
- 03 South & City College Birmingham
- 04 Garrison Lane Park
- 05 Kingston Hill Local Park
- 06 St Andrew's Stadium
- 07 St Andrew's Shopping Park
- 08 Bordesley Park
- 09 Bordesley Station
- 10 Small Heath Park
- 11 Bordesley Girls' School
- 12 Camp Hill Railway Chords

Key

- Growth Zones
- Major Development Sites
- Public Green Spaces
- Revitalising Streets and Squares
- Greenways
- Rapid Transit
- Green/Blue Web
- Creative Cluster
- Local Centre & Community
- Night Time Economy



CENTRAL NORTH

EASTSIDE & ASTON TRIANGLE, GUN QUARTER, NECHELLS, NEWTOWN

A city gateway – a place of arrival, exchange, and opportunity; A leading centre of learning, invention, research, performing arts and creativity; Home to strong, young and diverse community focused neighbourhoods.

The Central North area is characterised by four distinct areas; Eastside, Nechells, the Gun Quarter and Newtown, impacted by the dominance of surrounding major road infrastructure. Each area offers significant opportunities for delivering new homes, jobs and green spaces, and accelerating the global reach of Birmingham’s education, research, innovation, creative and tech sectors.

Over the last 20 years, the Eastside quarter has been a key growth area for the city following the demolition of the elevated Moor Street Queensway and Masshouse Circus sections of the former inner ring road. Now home to the main campus of Birmingham City University (BCU) and Royal Birmingham Conservatoire, Eastside has become a key part of the Birmingham Knowledge Quarter, together with the long-established Aston University and Innovation Birmingham Campus. The variety of creative organisations in the Digbeth neighbourhood has made Eastside one of the most distinctive parts of the city. With HS2 and Metro arriving into Eastside with an interchange at New Canal Street, the quarter is in a prime location to maximise the potential of HS2 and bring opportunities into the heart of Central North. New residential, commercial and leisure space will complement the education offer and boost vibrancy.

Nechells covers a large part of north-east Birmingham with a significant area of the city’s industrial and employment zones. There is also a strong sense of community, with the Bloomsbury residential estate home to many families and a young, diverse community. Only a 15-minute walk from the HS2 station, sites are already being cleared ready for a new generation of residential and employment activity east of the Birmingham and Fazeley Canal.

The Gun Quarter has a rich heritage of industry dating back to the 17th century. For many years, it was the centre of the gun manufacturing industry; whilst nowadays the area is predominantly comprised of employment and light industrial uses. Over the last decade, buoyed by the proximity of Aston University and BCU, parts of the quarter have been redeveloped and now form a student village which brings a new vitality to the area. Increased interest in residential development along the canal corridor will also offer the opportunity for enhanced connections to the City Heart and Jewellery Quarter.

Newtown has an established residential community alongside employment uses, however much of the area, redeveloped in the 1960s, has begun to show its age. There is opportunity to investigate improvements to open spaces, educational, social and community infrastructure – alongside opportunities to improve housing and deliver new homes for citizens.

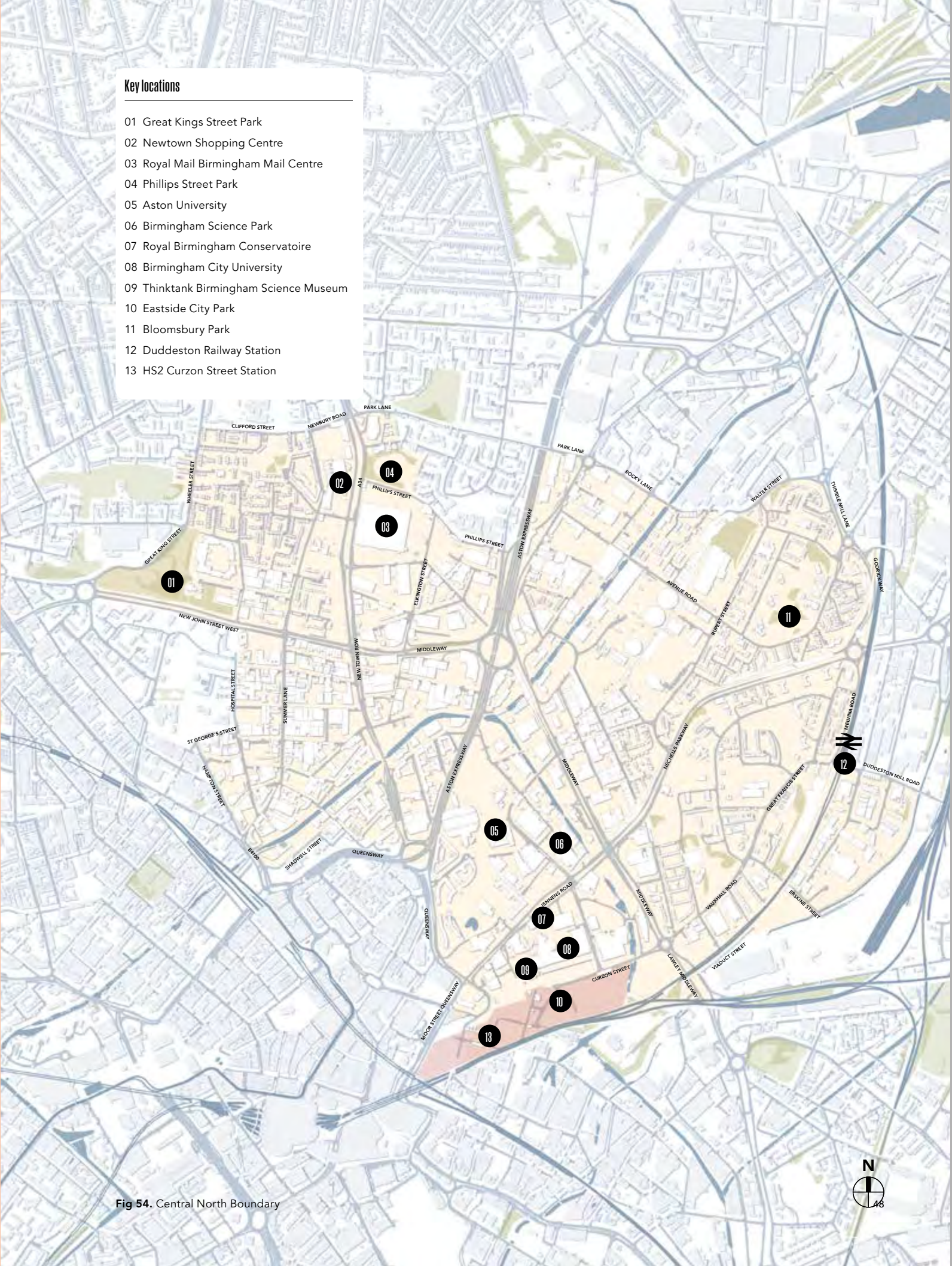


Fig 54. Central North Boundary

A BOLD FUTURE

Birmingham’s Central North area holds some of the greatest potential for transformation over the next 20 years, with opportunities unlocked by the arrival of HS2 at Curzon Street, investment in education and skills provision and a series of sites and spaces that can become the focus for growth that will meet the needs of existing and future residents, businesses, and visitors to Central Birmingham.

There are four key drivers for change in the northern quarters and neighbourhoods of Central Birmingham:

Strong Connectivity

The Central North area is the location for the new HS2 Curzon Street Station, providing opportunities for development within an hour of central London. The extension to the Metro will provide fast tram connections to Digbeth, Edgbaston, New Street Station and through the West Midlands to Wolverhampton – as a result it will be one of the best-connected places in the region. There is significant development potential immediately around the new station, and with high quality walking, cycling and public transport connections, there will be a once in a generation opportunity to bring forward wider areas for investment – in the form of new employment spaces, new homes, new leisure, cultural and education facilities.

Fastest Growing Tech-Cluster

The Birmingham Knowledge Quarter (BKQ) is the fastest growing cluster outside the capital, home to world-class research institutions and over 170 hi-tech high technology firms coupled with major government investment in business support, rolling out 5G infrastructure and innovation testbeds. Activity in the cluster ranges from leading medical research, creative industries and AI, renewable energy, to developing cutting-edge manufacturing techniques.

The BKQ has opportunities for companies of all sizes and is a hub of entrepreneurial start-ups and SMEs. Birmingham City University recently opened its new STEAMhouse building with over 9,000 sqm of floorspace, with state-of-the-art facilities and business support activities to a community of small to mid-sized enterprises alongside larger businesses and organisations. Meanwhile, Bruntwood have invested in the new 11,000 sqm enterprise wharf building – the city’s first “smart enabled” location. With investment masterplans being developed by all key stakeholders, their commitment is clear – to strengthen BKQ as a global hub for research, learning and technological advances.

World-Class Talent, Research & Collaboration

Key to the success of the Birmingham Knowledge Quarter (BKQ) and the tech-cluster is the strength of the universities and pool of graduates that supports it together with the eco-system of businesses, learning and research. The BKQ’s partners work closely to maximise collaboration and the growth of this unique part of Central Birmingham to support the best in learning, technology and science.

With over 18,000 students, Aston University has well regarded digital technology specialists, delivering a range of post and under-graduate degrees in computer science, including Business Computing and IT, Cyber Security, data Analytics, AI and software engineering. The university, which generated a total economic output of £1.42 billion in 2022, also runs an apprenticeship in Digital and Technical Solutions, partnered with Cap Gemini.



Fig 55. BCU STEAMhouse within the Knowledge Quarter

Birmingham City University, with a student population of 30,000 students, leads in digital technology, boasting a finishing school for game developers backed by major software developers such as Codemasters, Playground entertainment and Sony Computer Entertainment Europe. Currently generating around £300 million for the regional economy per annum, Birmingham City University plans to further expand its city centre campus through a development up to circa 112,500 sqm, spanning up to 14 storeys, for education and office use.

Space to Grow Sustainable Communities

With transformed national and regional connectivity coming to Central North and its proximity to key economic growth areas and existing employment

hubs, there is an increasing demand for new homes. The market continues to grow for higher-density city-living close to the City Heart and around public transport hubs, and the need for more family homes, affordable and social rented homes continues. There is a once-in-a-generation opportunity to start to transform large parts of Central North as existing low-activity land-uses and underperforming industrial areas hold potential for significant change. This Framework identifies some of the region’s most sustainable locations for growth to create places that are attractive to existing and future communities, businesses and investors, reducing the need to travel by private

The following Bold Proposals set a framework of opportunities that seek to maximise the potential of Central North’s quarters and neighbourhoods.

Meeting our City Themes

City of Growth for All

A City of Connections

City of Centres & Neighbourhoods

City of Nature

City of Knowledge & Innovation

City of Distinctiveness

BOLD PROPOSALS

GROWTH ZONES



The northern quarters and neighbourhoods of Central Birmingham hold great potential as locations for growth in the number and range of new homes, modern employment space, improved local social and community infrastructure – and greener and more connected neighbourhoods. These opportunities will only come about through identifying areas with the greatest potential for change, and ensuring that there is leadership in setting out a clear vision, development principles and appropriate supporting planning policy in the coming years, to maximise and deliver on the opportunities.

Proposals will be developed in line with the principles of the Birmingham Transport Plan which seeks to create places where people can live, work, shop, be educated, and undertake leisure within distances achievable by active travel.

This framework identifies three Growth Zones that will be promoted for change.

Gun Quarter

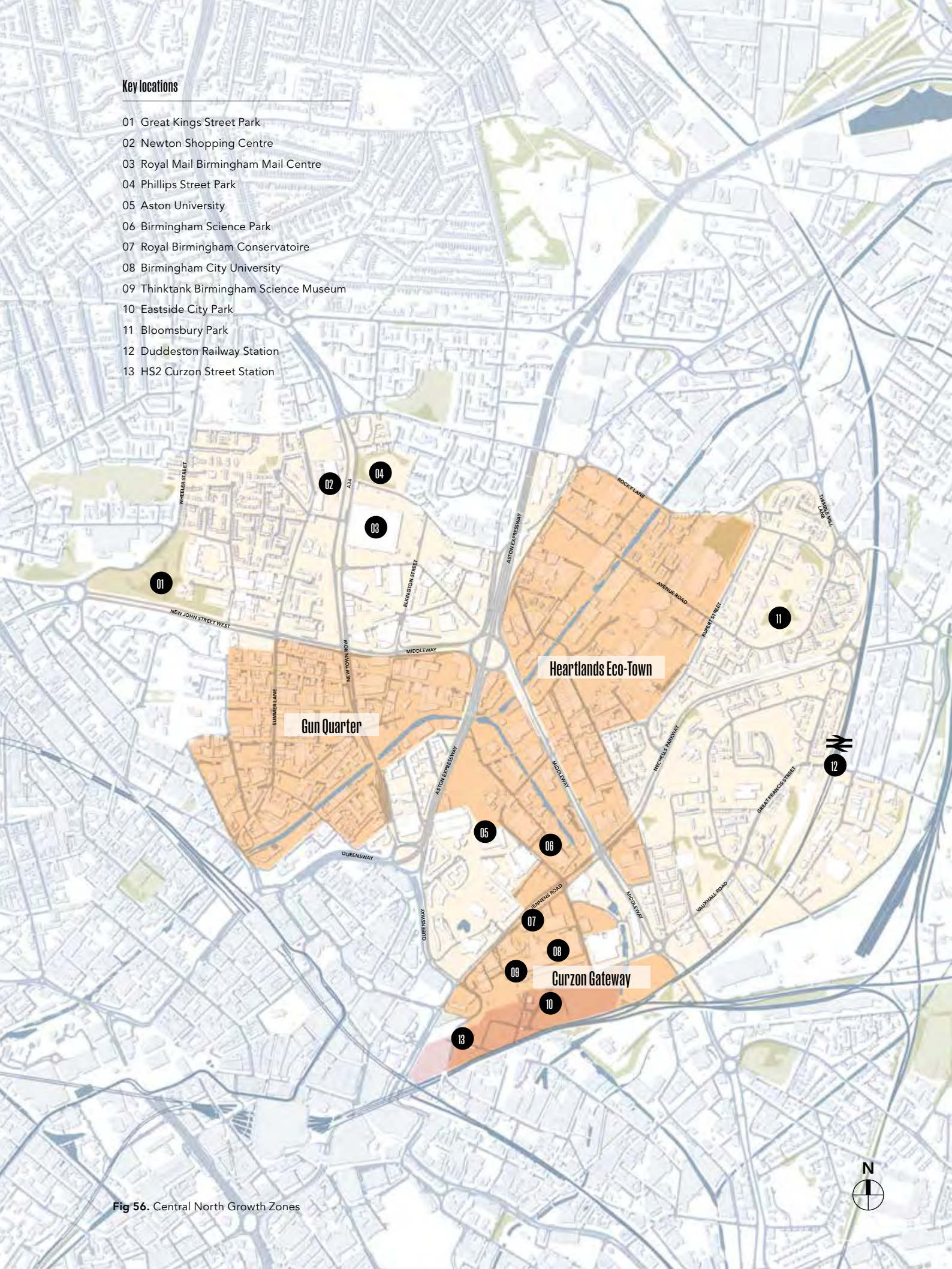
The Gun Quarter has been evolving over the last decade with growth in demand for high-density residential development along the canal corridor and on the fringes of the City Heart area. Reducing the impact of the physical barriers of St Chads Greenway over the next 20 years will accelerate the demand for a living in the Gun Quarter. A review of the boundary of the existing Core Employment Area, through the new Birmingham Local Plan, will guide the future direction of uses within the northern parts of the Gun Quarter. Any increase in residential development needs to be linked with the creation of purposeful green spaces and social infrastructure. The Gun Quarter Growth Zone will be supported by the development of a detailed masterplan and planning policy which will consider and guide potential building densities and heights,

and how to best recognise and include the area’s rich history and built heritage assets in future redevelopment proposals.

Curzon Gateway

Over the last 20 years, the Eastside area has undergone significant transformation. A model for expanding a city centre through removal of highways and proactive planning and creative delivery to turn a run-down inner-city area into a lively Central Birmingham quarter. The arrival of HS2’s Curzon Street Station and the Metro extension into the heart of the area will unleash a new dynamic and era of change. To capitalise on the opportunity, the Curzon Gateway Growth Zone will bring together several development sites, focussed around The Innovation Quarter and Aston University focussed on Jennens Road, Eastside City Park. Sites alongside the new station and fronting the Digbeth Branch Canal will be available for development prior to the opening of HS2. The Millennium Point site, the adjacent multi-storey car park and surrounding under-utilised spaces will be considered for redevelopment.

Millennium Point is currently home to Thinktank – Birmingham Science Museum. Opportunities to boost the role, reach and visitor experience of the museum within the city are being explored. Any future redevelopment of the building will accommodate cultural activities, potentially linked to the Royal Birmingham Conservatoire and Birmingham Ormiston Academy college. The building currently acts as a physical barrier to connections to Aston University and into the wider Central North area of the city. With the opening of the new Metro stop and HS2, a legible and open route through the site would become strategically important with potentially very high footfall.



As HS2 and the Curzon Street Station opens, the potential for future phases of development within the Quarter will come into the picture. The future of the Millennium Point building, the adjacent multi- storey car park and surrounding under-utilised spaces will be considered with options including extensive remodelling and redevelopment. The building is the focus of the Millennium Point Trust charity and its occupation facilitates their work in supporting science, technology, engineering and maths (STEM) projects and initiatives helping a range of organisations and individuals across the West Midlands. The prime location will provide the opportunity for the Trust to consider maximising the potential of the site in supporting its work.

With access predominantly via sustainable transport modes, the location on the doorstep of HS2 unlocks a unique opportunity to accommodate a greater density of commercial office space alongside new homes, leisure and cultural activities which will add vibrancy to the area complementing Birmingham City University and BOA. The vision for the Curzon Gateway has been explored by the key partners in the area, promoting the location as Birmingham’s new interconnected district – an amazing new place embracing innovation, creativity and designed to inspire and connect with the people who will use it. A detailed masterplan for the Curzon Gateway Growth Zone will be developed with supporting policies and designations within the Birmingham Local Plan.



Fig 57. An artist's impression of Curzon Gateway

Heartlands Eco-Town

Central Birmingham will be home to an exemplar mixed-use and sustainable new neighbourhood – an “Eco-Town” that will transform this area of the city and maximise its potential close to the City Heart, with key sites becoming vacant, and with a significant canal frontage with un-tapped potential.

The Eco-Town will focus on developing a wide range of homes of different tenures, types and affordability to meet a diverse range of housing needs. New and remodelled employment spaces, community, sporting and green infrastructure will also be delivered. The new Eco-Town will utilise cleared and underdeveloped sites, including the former Nechells gas holders’ site, and open-up the eastern side of the Birmingham-Fazeley Canal. It will transform the environment with new green spaces, active travel routes and higher-density residential and co-located employment spaces, developing new models of working and living locally. Opportunities to enhance the arts and cultural offering within the area will also be explored with partner organisations. Heartlands Eco-Town will be supported by promoting new green technologies for running homes, schools and businesses.

The area currently houses a range of employment uses and businesses. The Growth Zone will be supported by the development of a detailed masterplan and planning policy through the Birmingham Local Plan. Opportunities to expand the Innovation Birmingham campus to the north will also be explored with careful master-planning and phasing of development of the new Eco-Town to allow for investment in remodelling, or relocation, of appropriate existing businesses as an essential element of delivering a true, mixed-use and sustainable new community.

The City Council will lead and develop partnerships with key landowners and other stakeholders to promote the potential of the location and the opportunity for building to high standards of sustainable development, building methods and micro-energy projects.

The transformation of this Growth Zone will be connected to the Bloomsbury Estate and Duddeston Housing Action Area to maximise the opportunities for providing a new local centre, improved community facilities, new family and attainable homes, together with a connected network of green-spaces, sports and leisure facilities.



Fig 58. An artist's impression of Heartland's Eco-Town

BOLD PROPOSALS

MAJOR DEVELOPMENT SITES



Parts of Central North have been the focus of development activity over the last 20 years. The removal of the elevated former inner ring-road at Masshouse Circus and Moor Street together with the proactive Eastside Regeneration Programme were the catalysts for change that has spearheaded the expansion of the Birmingham Knowledge Quarter including the relocation of Birmingham City University, Royal Birmingham Conservatoire and Birmingham Ormiston Academy (BOA) – school for performing arts. The Innovation Birmingham campus has continued to grow recently adding an additional 11,613 sqm. Numerous student residential schemes on the edges of the Gun Quarter are continuing the creation of a new student village on the doorstep of the Knowledge Quarter.

There is potential for major developments to come forward across the Central North area over the coming years, many will be contained within the proposed Growth Zones and Housing Action Areas, however the following sites are also coming forward.

The City Council will continue to work proactively with property owners and developers to deliver the best outcomes for placemaking and opportunities for our communities to access attainable homes and jobs, predominantly via sustainable transport modes.

Aston University Sites

The Aston University Masterplan seeks to transform the campus to continue to provide the best spaces for learning and research, to meet its growth needs, and to identify opportunities to introduce a broader mix of activity to the Aston Triangle area. Two key sites have the potential for educational and business space, with elements of residential apartments and ancillary retail, food and leisure space to help enliven key routes and root the University at the heart of an emerging neighbourhood. The sites

have prominent frontages to Jennens Road and Corporation Street/A38 Aston Expressway, both have potential for landmark buildings.

1 Lancaster Circus

Former offices of the City Council, this site is at a key gateway to the City Heart and has the potential for a landmark tower, primarily residential led with business space/hotel at lower floors.

Curzon Wharf

A landmark mixed-use development at a major gateway in the city, this mixed-use scheme by Woodbourne Group includes a tower reaching 53 storeys, which would become the city’s tallest. The £360m development will provide a range of apartments alongside leisure and employment spaces that could accommodate 1,000 new jobs. New public open space will open up the canalside, setting a benchmark for activity along the canal into the heart of the Heartlands Eco-Town Growth Zone.

Newtown Shopping Centre

The shopping centre covers just over 3 hectares and contains a range of retail units, office space, and Inkerman House, a multi-storey residential block. Parts of the site are cleared for development.

These, along with car parks and vacant and underutilised space, provide an opportunity for remodelling and redevelopment to create a new mixed-use centre for Newtown. The retention and refurbishment of Inkerman House would form part of any remodelling and reprovision of retail and community spaces to meet local needs would be essential. A masterplan will be developed to promote this significant opportunity.



Fig 59. “All the Books I Could Have Read” (Artist: Marko Maetamm, 2019) (Photographer: Aston University) (right)

Glasswater Locks

One of the first major residential schemes in Eastside, St Joseph Homes is delivering a canal-side destination with 754 apartments and luxury duplexes in a group of buildings ranging up to 38-storeys with a landmark tower at the entrance to Jennens Road. The development opens up new connections between Eastside City Park, the canals, and the Innovation Quarter. The scheme will breathe new life into the canalside location, with new landscaping and activity fronting on to it, improving the quality of the environment and connections through the area.

One Eastside

This residential tower will become Birmingham's tallest building, on the doorstep of HS2 Curzon Street Station. Developed by Court Collaboration, its 667 apartments will set the highest standards for urban living in the Central East area.

Duddeston Wagon Works

Currently the area running along the railway line, which is used by Network Rail as a maintenance depot, does not provide a high-quality environment. The locally listed former Duddeston Wagon Works, next to Duddeston railway station, are in poor condition and lack a positive use. There is potential to bring forward a creative re-use for the listed building. Uses such as a heritage attraction, creative workspaces or retail, hospitality and market uses could help bring life to the existing nearby shopping parade, meeting wider local needs, whilst also celebrating the area's heritage assets. This would build on potential enhancements to Duddeston Station, providing an improved entrance to the area and creating a destination in Nechells for visitors and the local community to come together.



Fig 60. An artist's impression of Glasswater Locks (right)

BOLD PROPOSALS

HOUSING ACTION AREAS



Ensuring all citizens have access to housing that is attainable and meets the Government’s Decent Homes Standard is a key priority. Housing Action Areas have been identified where there is real opportunity to improve or develop estates to meet the diverse housing needs of our communities. A range of measures could be considered within these areas, including:

- Retrofit of greener heating systems or insulation;
- Improvements to open spaces and security;
- Refurbishment to improve housing quality and fire safety;
- Replacement of homes where there is a significant challenge to improving quality;
- Improvements to public spaces, access to shops, schools and cultural facilities via sustainable transport modes.

Alongside these measures, opportunity to increase the supply of family homes for social rent and private ownership will also be a priority. Community involvement will be a central part in any improvement measures that may be explored.

Two Housing Action Areas are proposed in the Central North area:

Bloomsbury Estate and Duddeston

The Bloomsbury Estate sits at the heart of Nechells and is partly managed by Bloomsbury EMB (Estate Management Board), with around 650 social housing properties on behalf of the City Council. Bloomsbury EMB was the first Estate Management Boards set up in England, established in 1989 and is considered an exemplar in this model of housing management. There are opportunities within the estate to make better use of the open spaces, car parks and layout of the housing. Through working with the EMB and residents, the future of the estate could be

reimagined to look at opportunities for providing new and improved affordable and social rent homes, which could include retrofitted properties that are more energy efficient and open spaces and shopping facilities that better serve the community. The housing stock in the wider Duddeston area is similar in character and has the same potential to benefit from retrofitting and other opportunities to improve the residential mix. Future masterplans would be considered alongside the adjoining Heartlands Eco-Town Growth Zone proposal to ensure a holistic approach to delivering improved transport connectivity and community infrastructure.

Newtown South

Bounded by Milton St, the A34 New John St West, and Summer Lane, the estate comprises a mix of tower blocks, maisonettes, and houses, garage courts and parking areas, as well as a school. It has a significant frontage to the A34 where greening will create a more attractive environment, further improving the area’s connectivity with the Central Heart. Options will be explored with residents to identify possible improvements to housing quality, as well as the potential for increasing numbers of new homes in such a sustainable location and to meet a need for social rented and Affordable Homes. Future detailed masterplanning will also need to consider the potential redevelopment of Newtown Shopping Centre and wider enhancements for the whole area, which should improve connectivity, access to green spaces, and education facilities, as well as delivering significant housing growth.

Fig 61. Crocodile Works, Newtown (right)



BOLD PROPOSALS

GREEN AND BLUE WEB



As one of the greenest cities in Europe, Birmingham boasts extensive green space, with a vast network of canals and watercourses across the city. These green and blue spaces are vital natural assets and play a crucial role in tackling climate change, supporting biodiversity and meeting our Route to Zero ambitions. We have significant opportunities to enhance and protect these spaces, to bring health and wellbeing benefits to communities, encourage community stewardship and improve connectivity across the city by creating a web of green and blue active travel routes.

The Central North area is mostly densely developed, with limited areas of green space. The Nechells and Newtown wards having some of the lowest levels of access in the city despite there being many parks and gardens of varying sizes and facilities, particularly within the South Newtown and Bloomsbury estates. The lakeside green space within the Aston University campus and the city’s newest – Eastside City Park – provide some valuable spaces for those living in the City Heart. The Birmingham and Fazeley Canal and Digbeth Branch Canal provides a quiet green corridor through the centre of the area, bringing nature and wildlife into the heart of the city.

Nechells “Forest Schools”

There is an opportunity for an enhanced open space at the centre of the four schools in Bloomsbury (Heartlands Academy, St Vincents Primary, St Matthews Primary and the new secondary school on Barrack Street). The space could be redesigned for and with young people, with stewardship managed through the schools with outdoor classroom space, growing space, forestry schools and informal sports. This would make more use of existing green spaces that have visual appeal but have little use for play or sport.

Newtown & Nechells Park Web

There are several parks and open spaces throughout the residential areas. There will be opportunities through detailed conversations with residents to review how these spaces work and investigate any changes or remodelling that could be made. Options will be explored through the development of masterplans for the proposed Growth Zones and Housing Action Areas.

Eastside City Park

The park was opened in 2013 as the centrepiece of the Eastside regeneration area, providing a transformation from a derelict and underused former industrial zone into a thriving part of the Knowledge Quarter with Birmingham City University’s campus fronting the space. The development of the new HS2 Curzon Street Station will extend the park further to include “Curzon Promenade” alongside the station, and the Metro will run through the space. As part of the Curzon Growth Zone, the role and function of the park will be considered as part of any new developments to ensure the edges of the park have buildings with more ground-floor activity and the pedestrianisation of Curzon Street (from its junction with Cardigan Street) as a walking and cycling route within the park. Proposals for improvements to lighting and security in the short-term will be developed with BCU and Millennium Point.

Nechells Link

A key walking and cycling route is proposed which will connect from Digbeth through Eastside City Park, Jennens Road Greenway, Aston University’s green spaces, Innovation Birmingham campus and into the heart of Nechells. The route will be created as a combination of improved existing routes and through redevelopment opportunities.



Fig 62. Digbeth Branch Canal within the Knowledge Quarter



Fig 65. Eastside City Park

Nechells Canals – The Blue Network

The Birmingham and Fazeley canal is one of the most dramatic stretches of the canal in the city, heading north-east in a straight line from the edge of the Aston Triangle towards the landmark “Spaghetti Junction”. The canal offers a major opportunity to provide a green setting to any redevelopments within the proposed Heartlands Eco-town Growth Zone, where new homes and business premises can provide more activity to the canal corridor, whilst enhancing useable green spaces that are valuable for nature and biodiversity.

The canals though the Central North area also provide routes for walking and cycling for commuting and leisure. Working with the Canal & River Trust, a Canals Action Plan will be developed to identify site specific improvements for access, safety, quality of environment and increased biodiversity.

Greenways

Underpinned by the proposals of the Birmingham Transport Plan, as we move towards reducing the number of vehicles travelling through the Central Birmingham areas, there will be opportunities to remodel and repurpose parts of the existing



Fig 63. Existing Jennen's Road Parkway

highway space, breaking down barriers between neighbourhoods to provide attractive, safe and direct connections. Opportunities to introduce priority for public transport and active travel and enhance connections to existing cycle networks will be explored when developing detailed plans.

The original plan for some of the roads constructed in the middle of the 20th century was to create “parkways”. Jennens Road and Nechells Parkway are the only examples of the concept, however the green spaces are contained in the middle of the dual-carriageway and as such are unusable for recreation and of limited value for wildlife. The wide corridors provide space for modification for the 21st



Fig 64. Lancaster Circus flyover

Century, where green, safe and attractive walking and cycleways will be prioritised alongside public transport and essential access for deliveries and taxis.

Jennens Road

There is potential to remodel Jennens Road to create a new linear park associated with major development sites on the frontage to the Aston University campus. A new direct, wide walkway – the Nechells Link – will be created connecting from HS2 and Metro stop at New Canal Street through to the heart of the Aston University campus and beyond, across the ring road into the proposed Heartlands Eco-Town Growth Zone. These improvements would place the heart of Nechells within a 15-minute walk of HS2. Adjacent to Jennens Road, there may also be potential to improve the pedestrian environment and enhance opportunity for active travel along Cardigan Street.

Nechells Parkway

There is opportunity to utilise the wide corridor in the middle of the Nechells Parkway to prioritise active travel, and improve connections between the Bloomsbury and Duddleston estates – communities that have long been separated by the parkway.

Lancaster Circus

The long term removal of the Lancaster Circus flyover and remodelling of the highway network to remove subways and underused green spaces within the roundabout will transform this part of the city, particularly in reconnecting the large numbers of student accommodation in the Gun Quarter and around Staniforth Street through to Aston University and Birmingham City University.

James Watt Queensway and Aston Link

The six-lane urban motorway and surrounding spaces of James Watt Queensway can be transformed into a tree-lined avenue and hub for public transport and active travel. The Aston Link will prioritise pedestrian and cycle crossing across the street to transform access into Aston University and the wider Knowledge Quarter.

BOLD PROPOSALS CONNECTING PLACES



Birmingham’s transport network is intricate and vast, serving both to connect local communities and thread into national transport networks. Building upon principles within the Birmingham Transport Plan, there are strong opportunities to enhance public transport services and active travel routes across the city. Such measures will improve connectivity, providing greater ease of travel for citizens, and enhance safety, accessibility, and overall experience for pedestrians and cyclists.

The quarters and neighbourhoods of Central North are mostly served by the city’s bus network, with only one railway station at Duddeston on the edge of the area. The A34 has been the focus for significant investment with the first of the city’s segregated cycle “super-highways” linking Perry Barr to Selly Oak. Transport for West Midlands (TfWM) are also implementing the SPRINT bus route which will have dedicated road space and priority at key junctions. Nevertheless, building on the principles of the Birmingham Transport Plan to support a shift from private car journeys, further opportunities to improve access to a range of public transport and active travel options will be developed across the area.

Duddeston Railway Station

The station is on the Cross-City line between Lichfield and Redditch/Bromsgrove and is just a 5-minute ride to New Street Station. The station has the potential to better serve residents in Bloomsbury, and to help meet the needs of workers accessing the Duddeston employment area. The station needs investment to improve accessibility and the quality and attractiveness of the overall environment and facilities for passenger comfort, with opportunities including the use of public art explored. Opportunities will be developed to transform the quality and safety of walking and cycling connections to the station from the surrounding areas, particularly



Fig 66. An artist's impression of Jennen's Road

where crossing the ring road, to improve connections to the Knowledge Quarter.

Rapid Transit A47

Options for further SPRINT routes or, in the longer-term Metro, along the A47 will be developed aiming to transform connectivity from the City Heart to Aston University/Knowledge Quarter, Bloomsbury estate and wider Nechells area. The proposed Heartlands Eco-Town Growth Zone will see significantly increased residential and employment activity, generating increased demand for public transport options.

Aston Triangle Traffic Free Quarter

The self-contained nature of education uses, student residences and Innovation Birmingham Campus lends itself to becoming the city’s first traffic-free quarter, where priority is given to walking and cycle access, with access restricted to deliveries and for disabled people.

Metro: Eastside Extension

The extension of the Metro will include a stop at New Canal Street which will also provide a direct interchange with HS2 Curzon Street Station and provide the first direct public transport link between the Knowledge Quarter and Digbeth. Walking and cycling routes from the wider Central North area will be designed to connect to the new stop.

BOLD PROPOSALS

HERITAGE AND CULTURE



Birmingham is a city rich in history and culture with a unique landscape that reflects its industrial past. With an array of cultural and heritage offerings, shaped by diverse and creative citizens, the city has a lot to celebrate. We want to entrench the distinctiveness of the city, with ambitions to celebrate, protect and enhance our cultural, social and heritage assets, and ensure opportunities for our arts, cultural, faith and creative communities to thrive.

The Warwick Bar Conservation Area and Steelhouse City Centre Conservation Area, covering the listed Lancaster Circus Central Fire Station, both extend into Central North, preserving its heritage. Marking Central North's industrial history, the Lawley Street Railway Viaduct is statutory listed. The Bloomsbury Housing Action Area also boast statutorily listed heritage assets in the Church of St Matthew, the Bloomsbury Branch Library and Cromwell Junior and Infant School. In terms of cultural and leisure opportunities, the Central North area includes an array of hospitality venues, the Thinktank Birmingham Science Museum, the Birmingham Museum Collection Centre and the POD community hub. For football fans, the Central North area is also on the doorstep on Villa Park, home to Aston Villa Football Club.

The following section highlights several opportunities to further enhance heritage and culture in Central North:

Birmingham Museum Collection Centre

The Birmingham Museum's Trust is the guardian of a world-class collection of cultural and historic artifacts, and contribute to education, creativity, and social change within the city as well as thousands of visitors to the museums and historic sites on behalf of the City Council. The Collection Centre at Dollman Street holds many artifacts that are not currently displayed in the city's museums. The centre already holds open days and tours to provide public access to the collection, and there is potential for the centre to become a community and educational hub with greater public access and improved visitor and educational facilities.

Duddeston Wagon Works

Currently, the area running along the railway line – which is used by Network Rail as a maintenance depot – does not provide a high-quality environment. The locally listed former Duddeston Wagon Works – next to Duddeston railway station – are in poor condition and lack a positive use. There is potential to bring forward a creative re-use for the listed building. Uses such as a heritage attraction, creative workspaces or retail, hospitality and market uses could help meet wider local needs, whilst also celebrating the area's heritage assets. This would build on potential enhancements to Duddeston station, providing an improved entrance to the area and creating a destination in Nechells for visitors and the local community to come together.



Fig 67. Birmingham Museum Collection Centre, Duddeston (Credit: Birmingham Museums Trust)



Fig 68. Thinktank Birmingham Science Museum, Eastside (Credit: Birmingham Museums Trust)

BOLD PROPOSALS

CENTRES AND COMMUNITY



High streets, shopping centres and community centres are at the heart of neighbourhoods, a place where communities coalesce to socialise and access services. Through harnessing opportunities for improvement and development we can enhance the way local centres serve communities and provide the means for leisure, cultural and health and wellbeing activities.

Unlike other neighbourhoods within Central Birmingham, apart from Newtown Shopping Centre, there are no clearly identifiable local centres that are a strong focus for community activity. Bloomsbury is served by small neighbourhood precincts that meet basic needs. To ensure that communities have access to the shops and facilities needed within sustainable and inclusive neighbourhoods, the Central North area will be reviewed, and proposals developed to improve the quality, location and range of local shopping and community infrastructure.

Newtown Shopping Centre

Newtown Shopping Centre is located between Clifford St and Milton St, on the A34 which benefits from much-enhanced active travel options for people reaching the centre, and in an area where wider growth opportunities are being explored. The centre therefore has the potential for significant enhancement to include a wider mix of uses which meets local need by reconfiguring the site to create new routes and spaces, and complementing an improved retail offer with community, cultural, leisure and sporting uses. Better connecting the centre to local green spaces, and maximising the potential of greening the A34, will also create a safer and more attractive environment for residents and visitors.



Fig 69. An artist's impression of Newtown Shopping Centre

Wheeler Street Shops

The local shopping parade at Wheeler Street comprises ground floor commercial units with residential above, garage courts, and a medical centre. Its design currently creates an unwelcoming environment, and it acts as a barrier between communities and local green space. The redevelopment of the centre to better address both Wheeler Street and Burbury Park, with improved connections between the two, should be explored. This could include community and retail uses as well as a more significant residential offer.

Nechells - New Centre

There are no designated local centres within Nechells but rather several clusters of local shops and services that meet the basic needs of residents. Having no designated centre has meant that it has historically missed out on any funding for improvements, therefore identifying the potential for a formal designation within the Birmingham Local Plan will be a priority. Overall, the range of food and convenience shopping is limited in terms of choice and prices.

Opportunities will be explored to identify suitable locations for new and improved supermarket convenience shopping to provide greater choice, alongside other shops and services needed by the community. Existing community activities are centred around Nechells POD hub, which brings together several services and activities to support residents. Any new retail and community facilities including the location of a new local centre should also consider the potential long-term rise in residential population within the Heartlands Eco-Town Growth Zone.

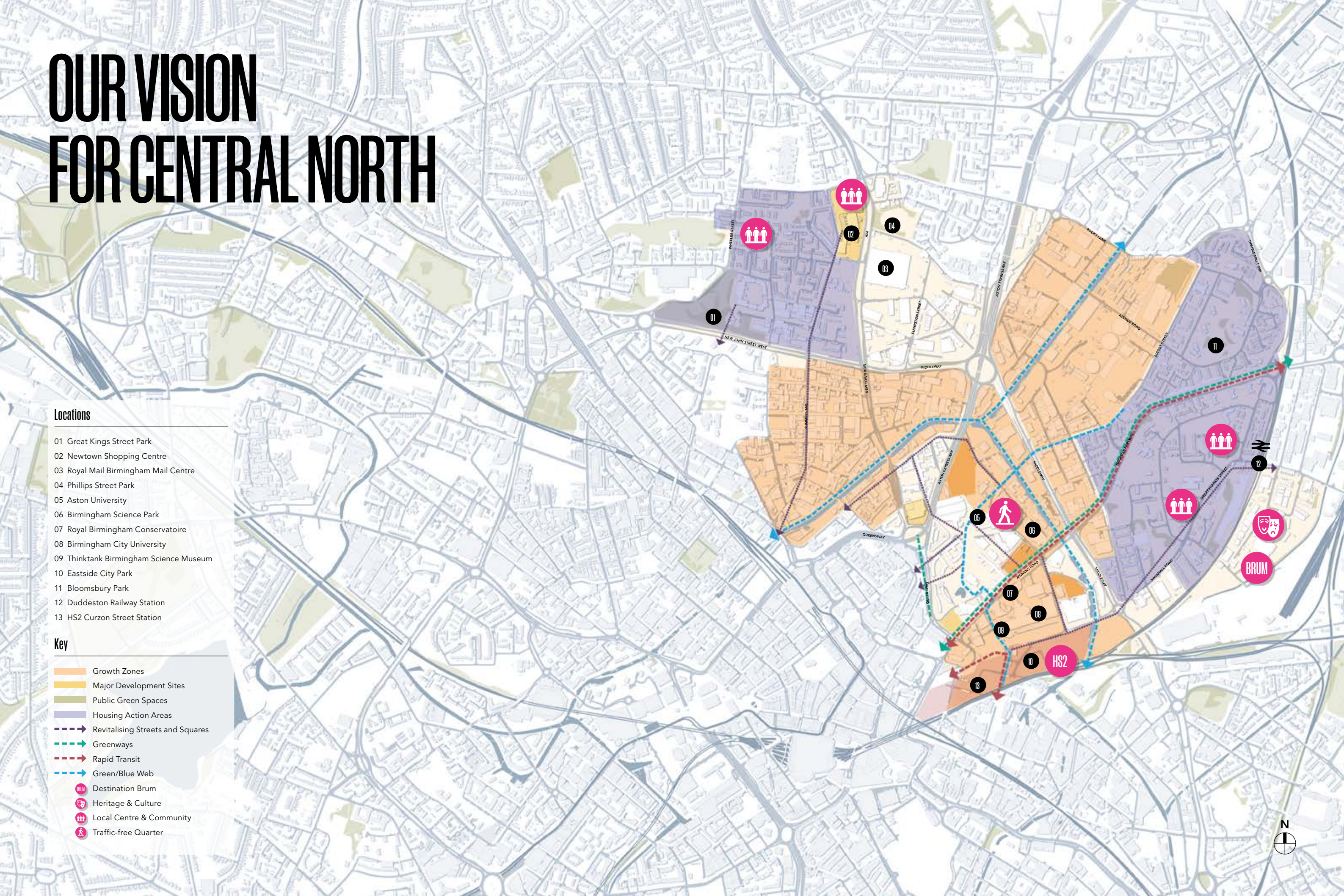
OUR VISION FOR CENTRAL NORTH

Locations

- 01 Great Kings Street Park
- 02 Newtown Shopping Centre
- 03 Royal Mail Birmingham Mail Centre
- 04 Phillips Street Park
- 05 Aston University
- 06 Birmingham Science Park
- 07 Royal Birmingham Conservatoire
- 08 Birmingham City University
- 09 Thinktank Birmingham Science Museum
- 10 Eastside City Park
- 11 Bloomsbury Park
- 12 Duddeston Railway Station
- 13 HS2 Curzon Street Station

Key

- Growth Zones
- Major Development Sites
- Public Green Spaces
- Housing Action Areas
- Revitalising Streets and Squares
- Greenways
- Rapid Transit
- Green/Blue Web
- Destination Brum
- Heritage & Culture
- Local Centre & Community
- Traffic-free Quarter



CENTRAL SOUTH

BALSALL HEATH, EDGBASTON, HIGHGATE

Green neighbourhoods, steeped with history and character; Active creative communities; World-class learning, research and sporting facilities.

Central South Birmingham is an area of contrasts. From the leafy tree lined streets, town houses, and conservation area of Edgbaston with its world leading sports, cultural, medical and research institutions, such as Edgbaston Cricket Ground, and the Birmingham Botanical Gardens, to the recognised important heritage and cultural assets in Balsall Heath, such as the Moseley Old Baths, Ort Gallery, Midlands Art Centre, Old Printworks, and Calthorpe Park, along with the historic Highgate Park and Birmingham Central Mosque in Highgate.

Edgbaston is steeped in rich history and culture with the Edgbaston Conservation Area, first designated in 1975, focussed on the historic Calthorpe Estate, at its heart. Together with the adjacent smaller conservation areas of Ryland Road and Lee Crescent there is a rich building stock within Edgbaston incorporating a number of statutory listed and locally listed properties complemented by mature trees and quality landscaping.

Overall, the area has a significant green and natural environment including several parks and areas of open space of varying sizes including Cannon Hill Park, Calthorpe Park, Birmingham Botanical Gardens and Edgbaston Golf Course. The River Rea (and the Chad Brook tributary) and the Birmingham Worcester Canal both run through the area connecting into the City Heart and are part of a significant network of green infrastructure and greenways that will be enhanced within the area.

The area has a wide range of opportunities for growth and investment ranging from the mixed-use opportunities at Five Ways and within Edgbaston Village to the opportunities for SMEs and arts and cultural businesses along the Moseley Road corridor in Balsall Heath. Edgbaston Cricket Ground is not only a venue for top level international sport but is being developed as a mixed-use destination that will combine elite sport, conferencing and events with community uses that will improve health, social care, education, employment and social cohesion in the area. The University of Birmingham, Queen Elizabeth Hospital and the Women’s Hospital to the south of the area are major centres for research and life sciences and this has increased demand for such uses within the South area at sites such as Pebble Mill.

The area has excellent accessibility with Five Ways Station on the Cross City line at its heart and the new and expanded University Station to the south. The Metro route has been expanded from the City Heart to Edgbaston Village on Hagley Road, and the city’s first purpose-built two-way cycle route along the A38/Bristol Road connects the University of Birmingham to the City Heart (and onwards to Perry Barr).

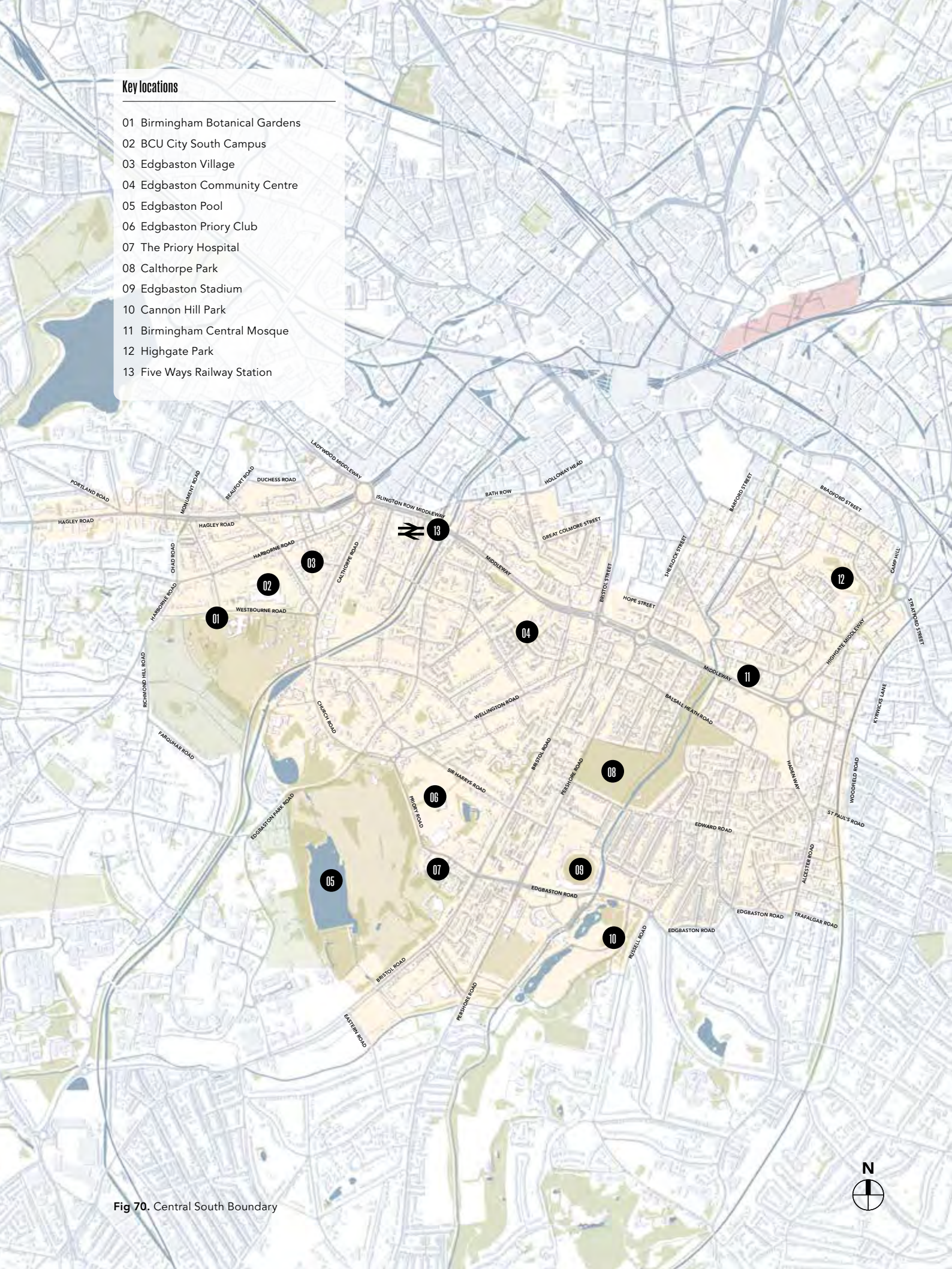


Fig 70. Central South Boundary

A BOLD FUTURE

Birmingham’s Central South is an established area with a wide range of assets and attractions that will be a focus for future growth, underpinned by the principles of the Birmingham Transport Plan. There are a wide range of mixed-use opportunities for investment ranging from the historic Edgbaston Village area; to medical and life sciences clustered around the University and hospitals; to sports, arts and cultural attractions around the Cricket Ground and the Moseley Road Corridor.

There are four key drivers for growth in Central South’s quarters and neighbourhoods:

World-class University, Medical & Life Sciences Facilities

Central South is at the heart of several world-class educational, medical and research facilities Birmingham City University’s (BCU) South Campus, located on Westbourne Road, is home to the Faculty of Health, Education and Life Sciences. A 15-year future growth strategy is in place with a masterplan in place to develop 30,000 sqm of teaching and residential space. The Central South area is also on the doorstep of the University of Birmingham, home to over 35,000 students, which is both a hub of knowledge and research as well as a major employer, and is located immediately adjacent to the south-west of the Calthorpe Estate. The University, which contributes over £3.5 billion a year to the economy, has a 25-year future growth strategy in place which includes creating new education facilities, on site student accommodation and associated amenities. Investments in improving public realm and landscape within the campus is supported as well as cross-boundary pedestrian and cycle connectivity.

Centred around the Queen Elizabeth and Womens Hospitals, the Edgbaston Medical Quarter is home to 64% of Birmingham’s health care economy, including over 180 medical organisations, 80 hospitals and specialist care centres, 44 GP clinics and routine care facilities and 23 training facilities.

Overall, Edgbaston and Selly Oak has seen a growth in medical, research and life sciences activity. This includes the new Birmingham Health Innovation Campus (a new national centre for life sciences that will reinforce Birmingham’s position as one of the UK’s leading cities for life sciences research) to the south of the Queen Elizabeth Hospital and the Birmingham Dental Hospital and other investment at Pebble Mill. The area is therefore a major hub for life sciences, medical and knowledge activities and further opportunities for investment will be promoted and encouraged.

Sports & Cultural Centres of Excellence.

The Central South area is home to a range of sporting and cultural attractions from major sporting venues to community arts organisations that all add to the diverse and rich character of the area.

Edgbaston Cricket Ground is the home of Warwickshire County Cricket Club and is a top-class venue for domestic and international cricket. There are proposals to further develop the ground creating a mixed-use destination embedded in the community. In a similar vein the Edgbaston Priory Club is the centre for tennis within the city and hosts an annual Women’s Tennis Association tour event, boasting 32 tennis courts and 10 squash courts.

At the community level, first opened in 1907, and one of the oldest Grade II* listed swimming baths open for public swimming, Moseley Road Baths in Balsall Heath is set to be transformed through Levelling Up funding. The investment will restore



Fig 71. Bridge over the River Rea at the Midland’s Art Centre, Cannon Hill Park

the heritage features to their former glory, creating a community hub for sport and leisure in the area. In addition to the historic Baths and Library, the Moseley Road corridor in Balsall Heath is a focus for a range of creative working and exhibition spaces such as the Old Print Works, the GAP youth arts cultural space and Moseley Community Hub at the former Moseley School of Art.

The area is also a focus for a rich mix of arts and cultural organisations and activities which range from the classical arts to those focussed on the local community and these will continue to be promoted and supported within the area. Elmhurst Ballet School is an independent school for professional classical ballet for pupils aged 11–19 years and which has a close working association with the

Birmingham Royal Ballet. The Midlands Arts Centre (MAC), set within Cannon Hill Park opposite Edgbaston Cricket Ground, is a contemporary arts centre offering a busy programme of theatre, independent cinema, visual arts, exhibitions and practical classes.

Vibrant, Active Communities and Businesses

Calthorpe Estates are a major landowner in the Edgbaston area of the Central South area and support the continued evolution of a thriving, and vibrant community within their ownership that is accessible and carbon neutral.

Balsall Heath’s Neighbourhood Plan, prepared by the local community, aims to improve its physical

environment, streets, and parks. The future Rea Valley Urban Quarter will be a well-connected, liveable mixed-use area, providing high quality residential environments alongside employment opportunities. Partnership working can help mitigate the dense urban environment and pollution along Moseley Road-Alcester Road with improved tree planting and seasonal variety planting.

There are a wide range of local centres serving local communities within the area which will be supported and enhanced. The area’s centres will become green and blue infrastructure hubs by utilising increased tree canopy coverage, green walls, green/blue roofs, and pocket parks and rainwater gardens. Active travel routes will be prioritised and support sustainable neighbourhoods promoting improved public realm bringing forward mixed-use services, and utilising space for community activities to celebrate cultural events and diversity, reducing the need to travel by private car to achieve a range of social, environmental and economic benefits.

Excellent Connectivity

The Central South area is highly accessible with an extensive public transport network including regular bus services, the Cross City Rail line and a Metro route running to Edgbaston. As such, many parts of the area are only a short journey time from the City Heart and both New Street Station and the future HS2 Curzon Street Station.

Five Ways Railway Station is already a well-used station on the Cross City line with potential for remodelling to improve access and support growth in residential and commercial space in the vicinity. Also on the Cross City line, just outside the area to the south, a new University Station serving the University and hospitals has recently opened with increased capacity. There is also a proposal for a new railway station be delivered near Balsall Heath Local Centre as part of a future phase of the re opening of the Camp Hill line to passenger services. This is a proposal within the Balsall Heath Neighbourhood Plan and funding has been awarded to explore the feasibility and business case for the station.

The Midland Metro has been extended from the City Heart along Broad Street and on to Edgbaston Village, with potential for the Metro network to be extended further including proposals for a future route from Smithfield, through the Highgate area to Edgbaston Cricket Ground and the University of Birmingham. Active travel will be promoted across the area with measures to encourage walking and cycling, provide sustainable connections between local centres and enable opportunities for safe active travel between them and the City Heart. In addition to the segregated cycle route along Bristol Road, further priority cycle routes will be delivered along the Hagley Road Corridor and other major routes within the area.

The following Bold Proposals set a framework of opportunities that seek to maximise the potential of the Central South quarters and neighbourhoods.

Meeting our City Themes



City of Growth for All



A City of Connections



City of Centres & Neighbourhoods



City of Nature



City of Knowledge & Innovation



City of Distinctiveness



Fig 72. Stratford House, Highgate

BOLD PROPOSALS

GROWTH ZONES



The Central South area offers a wide range of opportunities for growth in new homes and employment space, alongside improved social and green infrastructure to support it. Significant numbers of new homes that meet different needs could be accommodated with the council leading and working in partnership with property owners and other stakeholders to develop masterplans for these zones, and to consider options as part of the development of the new Birmingham Local Plan. Proposals will be developed in line with the principles of the Birmingham Transport Plan which seeks to create places where people can live, work, shop, be educated and undertake leisure within distances achievable by active travel.

Within the Central South area, three Growth Zones are proposed:

Hagley Road Corridor

The delivery of a transformed and more accessible five ways station, an extended tram route to Edgbaston Village, the potential for a major strategic cycle route along the Hagley Road, and a number of potential development sites within a short walk of these facilities and networks makes the Hagley Road Corridor an ideal area to help meet the city’s future residential and commercial growth needs.

Already performing as a significant hub of commercial activity, the corridor will maximise the benefits from the proposed transport infrastructure in and around the Hagley Road and Five Ways Station to deliver a series of commercial and mixed use residential led liveable neighbourhoods, connected via healthy streets, cycle ways, improved pedestrian crossings, and green spaces to assets such as Edgbaston Reservoir and Five Ways Community Park and supporting the delivery of the proposed Chad Brook Way, a public green route connecting

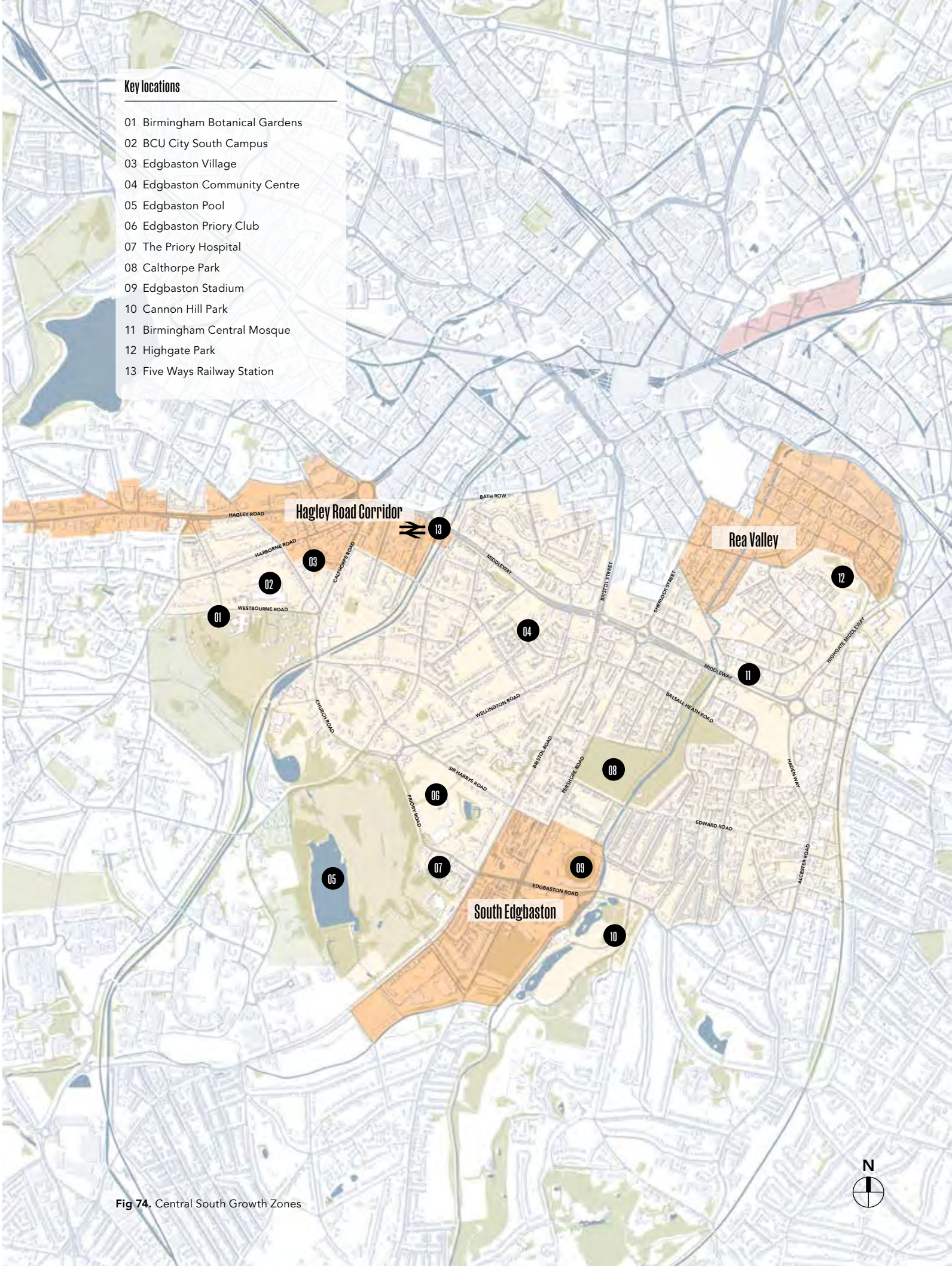


Fig 73. Hagley Road

the Hagley Road growth zone with other significant growth opportunities in the Edgbaston South Growth Zone around Edgbaston Cricket Ground.

These neighbourhoods will also benefit from walkable access to improved facilities and services at Ivy Bush and Edgbaston (Five Ways) shopping centres which will see an improved public realm environment and greater permeability and accessibility to the City Centre and a greater sense of place that is sympathetic to the adjacent Edgbaston Conservation Area. The emergence and recognition of Edgbaston Village as a centre for services and facilities but also an entertainment area and as space for cultural expression, lifestyle uses, and artisan markets within a short walk greatly adds to the local service offer supporting future growth.

Development growth should also be encouraged on the streets and roads off Hagley Road (e.g. Monument Road) as opposed to focusing solely on Hagley Road itself. The Growth Zone adjoins the Edgbaston Reservoir SPD boundary to ensure better connectivity with neighbouring areas of the city.



BOLD PROPOSALS

GROWTH ZONES



Rea Valley Urban Quarter

The Rea Valley Urban Quarter sits between Southside, Digbeth, and Highgate will be reconnected to the City Heart by the Smithfield development. Through the creation of a series of distinctive neighbourhoods, there is potential for over 5,000 new homes, integrating innovative space for businesses and leisure and cultural/creativespace. The Rea Valley Urban Quarter will become a diverse and vibrant destination with the transformation of the River Rea, broken out of its narrow channel, at its heart. A network of green routes and spaces will create a resilient biodiverse environment that will provide a unique residential location within Central Birmingham.

Edgbaston South

This area has the potential to anchor the southwestern extent of the River Rea corridor, connecting to the green and blue web running through the Central South area around Tally Ho, Edgbaston Cricket Ground, Pebble Mill and the Sir Harry's shopping parade. The area will be well-served by rapid transport connections, as well as new home and employment space. The adjacent Cannon Hill Park offers an opportunity to link new communities to nature and the A38 active travel cycle route and public transport corridor into the city centre.

Calthorpe Estates are a major landowner and have a coherent masterplan and track record of delivery in this area which provides confidence that the Framework's City Themes for development could come forward before 2045.



Fig 75. An artist's impression of the Rea Valley Urban Quarter (right)

BOLD PROPOSALS

MAJOR DEVELOPMENT SITES



New Garden Square

A major mixed-use development opportunity adjacent to the Hagley Road and within a short walk of Edgbaston Village Tram Stop and Fiveways Train Station. This scheme will bring forward up to 2000 apartments, capitalising on the sites unrivalled access to cycle, tram, and rail with excellent links to the city centre and beyond.

The site supports high density development and will greatly contribute towards meeting the cities housing need whilst improving access to and contributing to the enhancement of nearby green and blue spaces at Edgbaston Reservoir, Chamberlain Gardens, and playing a key role in the delivery of new connecting routeways across the Hagley Road from the Edgbaston Village tram stop across the site to Chamberlain Gardens and Edgbaston Reservoir, support the delivery of an emerging green and blue web.

Fiveways Hub

As a major mixed-use high density residential led development/retrofit opportunity being directly adjacent to a transformed Five Ways station, the Fiveways Hub will benefit from being opened up to the south to allow for improved accessibility and legibility between the site, the newly revamped station and the Worcester and Birmingham Canal whilst being sympathetic to the adjacent Edgbaston Conservation Area.

Focused around a central square providing green space, the hub will see the delivery of active mixed use ground floor retail and leisure opportunities through development or retrofit of the existing site with upper floor residential uses. The site will be better connected with the City Centre with an improved pedestrian crossing over Islington Row

Middleway and safe healthy streets connecting the area to Edgbaston Village, Edgbaston Village Tram Stop and the improved Edgbaston (Five Ways) Centre, with clear signage and wayfinding enhancements, and benefiting from being a short walk away from an enhanced Fiveways Community Park.

Former Clarendon Suites

This development site is adjacent to the Hagley Road Corridor and will benefit from having access to the future strategic cycle network. It will provide residential led development of up to potentially 138 units, active attractive frontages onto the Hagley Road Corridor and surrounding streets, and be designed to complement the areas adjacent listed buildings and the Edgbaston Conservation Area to the South.

The site will be connected via healthy streets to the nearest shopping centre of Ivy Bush which will have an enhanced offer of services and facilities and will contribute to delivering healthy streets northward from the site towards Edgbaston Reservoir.

126-150 Hagley Road

This site presents an opportunity for residential led mixed use development with potential for up to 714 dwellings, being sympathetically designed to enhance the setting of the Edgbaston Conservation Area to the South and surrounding listed buildings. The site will support delivery of new green space and will have active attractive frontages facing onto the Hagley Road. Activating the corridor with a mix of class E ground floor uses and taking advantage of the future proposed cycle route, with healthy streets connecting the site to an enhanced Ivy bush centre, whilst also contributing to a landmark entry point to the proposed Chad Brook Way.



Fig 76. An artist's impression of New Garden Square

Pebble Mill

An 11 hectare world class healthcare and medical services complex, the Pebble Mill site has a number of high profile occupants such as the University of Birmingham, the Birmingham Dental Hospital and the New Circle Health Hospital which opened in autumn 2020, with the remaining plot being made available for a specialist cancer treatment centre. All these uses are completed by access to green spaces and food and beverage outlets

Tally Ho

Currently leased to West Midlands Police, the Tally Ho site offers potential to create a future residential neighbourhood supported by a small riverside neighbourhood centre linked to the Midlands Arts Centre and Cannon Hill Park. It will benefit from being at the confluence of and contributing to, a number of proposed sustainable transport networks which will meet in the area, such as the proposed River Rea public green route which will connect the

area to the city centre, and the Chadbrook way, which will create a green route to the north west and connect this area to the Hagley Road Growth Zone. It will also be at the heart of a world class sporting offer, being within the immediate walking proximity of Edgbaston Cricket Stadium.

Chad Brook Valley Way

The Chad Brook Valley Way is a proposed new public access route which will connect South East and North West Edgbaston. Running alongside much of Edgbaston Golf Course it will support the delivery of the cities proposed green blue web and provide a sustainable green network connecting two of the cities key growth areas of the Hagley Road Corridor and Edgbaston South. The route will be connected via healthy streets to the improved transport interchanges at Fiveways Station and Edgbaston Village and connect these two interchanges to the world class sport offer at Edgbaston Cricket Stadium.

BOLD PROPOSALS

HOUSING ACTION AREAS



Ensuring all citizens have access to housing that is affordable and meets the Government’s Decent Homes Standard is a key priority. Housing Action Areas have been identified where there is real opportunity to improve or develop estates to meet the diverse housing needs of our communities. A range of measures could be considered within these areas, including:

- Retrofit of greener heating systems or insulation;
- Improvements to open spaces and security;
- Refurbishment to improve housing quality and fire safety;
- Replacement of homes where there is a significant challenge to improving quality;
- Improvements to public spaces, access to shops, schools and social and cultural facilities via sustainable transport modes.

Alongside these measures, opportunity to increase the supply of family homes for social rent and private ownership will also be a priority. Community involvement will be a central part in any improvement measures that may be explored.

Two Housing Action areas are proposed in the Central South area:

Highgate Neighbourhood

The Highgate neighbourhood has roots back to the expansion of the city outwards in the Victorian period. Through the post-war clearance programmes of the 1950s and 1960s much of Highgate was rebuilt as social housing with a range of terraced family houses, walk-up maisonettes, and multi-storey tower blocks. Several listed building such as the Conybere Gardens alms houses, St Alban & St Patrick Church, and Samuel Heath works provide some of the only links to the past. During the 1990s, an Estate Action Programme replaced unpopular



Fig 77. An artist's impression of Highgate

housing with new homes, and others were remodelled and improved alongside improvements to open spaces. The Ark St Albans Academy School has been completely rebuilt and together with Chandos Primary School provides a strong foundation for local families. There is potential for improvement to existing homes, including retrofitting, and new homes, alongside an expanded Highgate Park. The Housing Action Area proposals will be progressed by working with the community on a long-term masterplan for the area.

Pershore Road Corridor

The Pershore Road corridor has the potential for new and improved housing and will be a Housing Action Area. New housing has been developed adjacent to Edgbaston Cricket Ground and areas such as the Benmore Estate have been the subject of previous improvement programmes in the 1990s and early 2000s. A framework for the corridor will be prepared which explores the opportunity for new housing and the potential for improvements and the retrofitting of existing properties to improve thermal efficiency, reduce carbon emissions and provide energy savings for occupiers.

BOLD PROPOSALS

GREEN AND BLUE WEB



As one of the greenest cities in Europe, Birmingham boasts plentiful green space, with a vast network of canals and watercourses across the city. These green and blue spaces are vital natural assets and play a crucial role in tackling climate change, supporting biodiversity and meeting our Route to Zero ambitions. We have significant opportunities to enhance and protect these spaces, to bring health and wellbeing benefits to communities, encourage community stewardship and improve connectivity across the city by creating a web of green and blue active travel routes.

The Central South area is one of the greenest parts of the city, with tree lined streets and areas with large mature private gardens with extensive tree coverage. Cannon Hill and Calthorpe Parks provide major green spaces, the former a park that serves much of the city. With most of the green space focussed or contained within privately owned properties, the wards making up Central South surprisingly have a deficiency in the quantity of public open space compared to its dense population, with opportunities to improve connections to green and blue assets in other Central Areas, such as north toward Edgbaston Reservoir.

The following proposals seek to address the need for improved access, quantity and quality of public green spaces.

Highgate Park

In 1875, the Birmingham Corporation bought land destined for industrial development to create the city's first municipal park and gardens. This historic park is densely packed with mature trees and its elevated position at the crest of the River Rea valley affords dramatic views back across to the high-rise skyline of the City Heart. The park has children's play facilities; however, the topography of the site

limits the space for wider sports pitch provision. Buildings surrounding the park often turn their back onto it or are poorly located with no overlooking of the space. The lack of natural surveillance into and across the park can generate a negative perception of safety.

Highgate Park has the potential to be transformed into a destination green space to support the levels of residential growth proposed in the neighbouring Rea Valley Growth Zone and to better meet current needs. Existing high-rise and maisonette housing alongside the southern edge of the park could be redeveloped and new social and attainable replacement homes provided nearby as part of a remodelling to accommodate an expanded park and new leisure and sports provision. A future detailed masterplan will be developed with adjacent residents.

The Chad Brook Valley Way

A new public nature walk could be created through Edgbaston Golf Club, and Birmingham University Campus to Cannon Hill Park, creating a green link across the Edgbaston area and northwards towards Edgbaston Reservoir. This will allow the public to access and experience these green spaces for the first time, providing much needed amenity space and an active travel route. Opening of controlled public access to the privately owned areas will be essential to meet the needs of a growing residential community within the Hagley Road Growth Zone. The Chad Brook Valley is a Site of Special Scientific Interest (SSSI) and public access will need to be managed and designed carefully to ensure that there is no harm to nature and biodiversity, and opportunities to improve habitats and public information will be sought.



Fig 78. River Rea



Fig 79. Cannon Hill Park



Fig 80. Worcester and Birmingham Canal

Greenways

Underpinned by the proposals of the Birmingham Transport Plan, as we move towards reducing the number of vehicles travelling through the Central Birmingham areas, there will be opportunities to remodel and repurpose parts of the existing highway space, breaking down barriers between neighbourhoods to provide attractive, safe and direct connections. Opportunities to introduce priority for public transport and active travel and enhance connections to existing cycle networks will be explored when developing detailed plans.

Hagley Road

At the centre of the proposed Hagley Road Growth Zone, the existing wide urban highway creates severance between communities on both sides, limiting access to shops and facilities within Edgbaston Village centre and public transport options. There is potential to remodel the existing highway space along Hagley Road to include new cycle lanes to connect to other cycle routes in the city, improved pedestrian crossings, and unlock space for improved public transport routes. This could include an extension to the Metro from its current terminus at the Edgbaston Shopping Centre.



Fig 82. Edgbaston Village Metro Stop on Hagley Road

The remodelling and greening of the road would provide an enhanced setting and access to several major redevelopment sites, including the New Garden Square scheme with over 400 new homes and commercial business space.

Five Ways

The sunken roundabout at Five Ways is a legacy of the 1960s and creates a physical barrier and negative environment between Broad Street, Five Ways Railway Station and Edgbaston Village. Opportunities will be explored to remodel the roundabout to improve traffic flow management around the ring road, and working with Westside BID and Calthorpe Estates, to find a transformative solution for pedestrian movement and new activity and purpose for the space.

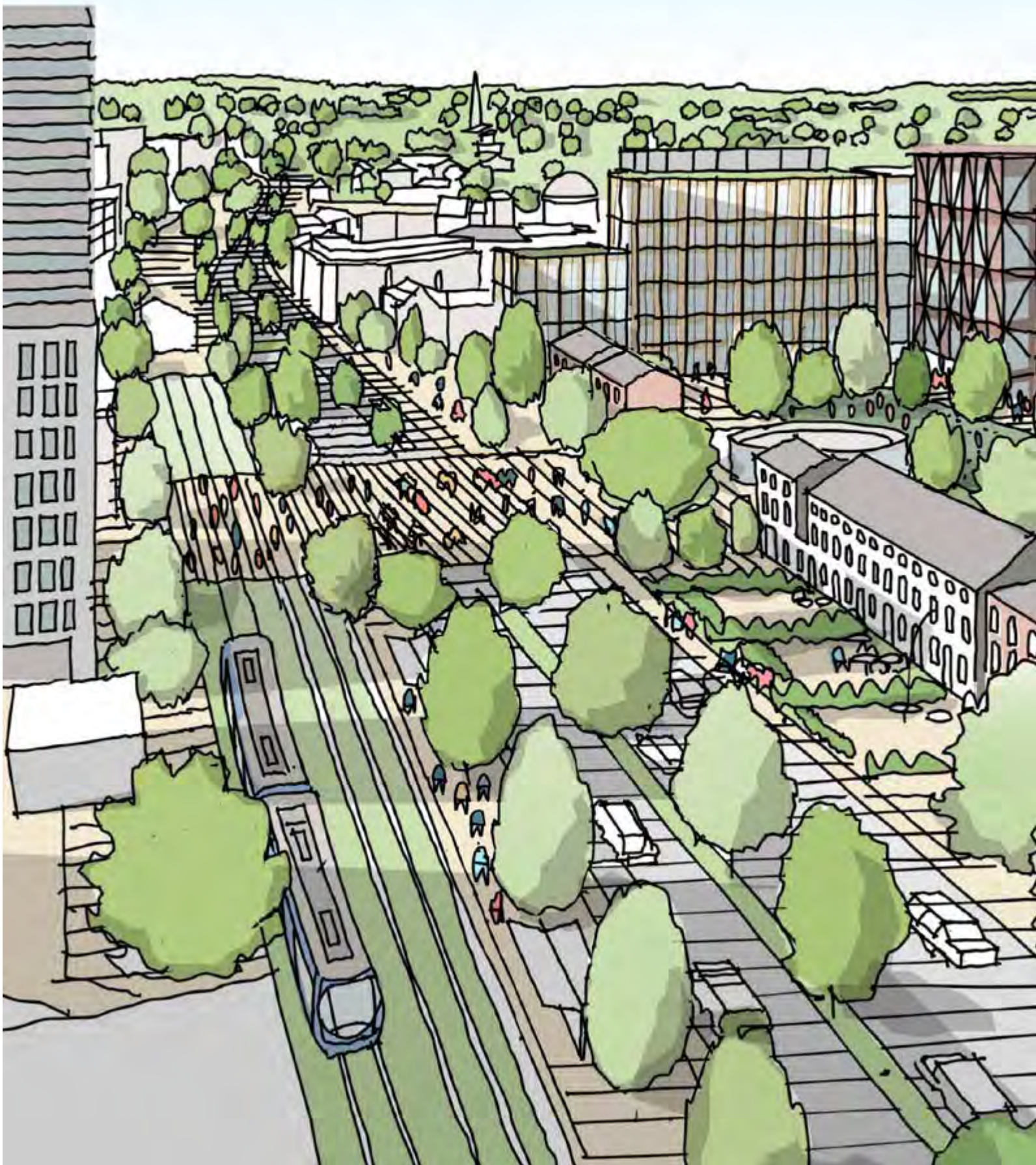
Calthorpe Park

There are opportunities to improve the sports facilities and amenity offer at Calthorpe Park, working with local community groups to identify how local needs are best met and funding opportunities explored. The re-naturalisation of the River Rea also offers opportunities to consider new areas of open water amenity for local residents, alongside water attenuation features, helping link the area’s blue infrastructure to wider strategic and stakeholder -led efforts toward improved flood prevention.



Fig 83. Five Ways roundabout

Fig 81. An artist’s impression of Hagley Road



BOLD PROPOSALS

CONNECTING PLACES



Birmingham’s transport network is intricate and vast, serving both to connect local communities and thread into national transport networks. Building upon principles within the Birmingham Transport Plan, there are strong opportunities to enhance public transport services and active travel routes across the city. Such measures will improve connectivity, providing greater ease of travel for citizens, and enhance safety, accessibility, and overall experience for pedestrians and cycling.

Central South is well served by public transport. The Cross City Line provides frequent local railway services to Five Ways Station and University Station, and high-frequency bus services run along the main highway corridors of Hagley Road, Bristol Road, Pershore Road and Alcester Road. However, to support a shift from private car journeys, building on the principles of the Birmingham Transport Plan, opportunities to improve access to a range of public transport options is essential.



Fig 85. Green active travel corridors, Central South

Balsall Heath Station

The feasibility of a new railway station in Balsall Heath, proposed in the adopted Balsall Heath Neighbourhood Plan, will be explored further with key stakeholders as part of a future development of the proposed Camp Hill Chords scheme. The new station could be provided at St Pauls Road and supported by improved walking and cycle connections between Balsall Heath centre and Ladypool Road at the heart of the Balti Triangle, improving connectivity for residents and visitors alike.

Five Ways Station

With frequent services on the Cross City Line, Five Ways Station is between and just 5 minutes ride from the University of Birmingham and New Street Station. It provides services to suburbs and towns beyond the city boundaries – Redditch and Bromsgrove to the south, and Lichfield to the north.

To maximise the potential of the station to contribute to the development of the Hagley Road Growth Zone, there is an opportunity for remodelling the station to provide a significantly better passenger experience. New entrances/exits will transform connections for walking and cycling with new routes included as part of any future redevelopment of the surrounding area, particularly focussed on improved connections to the Metro stops at Edgbaston Village and Broad Street which would enhance Five Ways Station further as a transport hub.

Metro: Hagley Road Extension

The potential for further extension of the Metro and other rapid transit solutions along the Hagley Road Corridor Growth Zone will be explored with Transport for West Midlands and other partners. An extension would support the potential for significant numbers of new homes and employment space.



Fig 84. Balsall Heath Library

Pershore Road Corridor – Rapid Transit/Metro

There is potential for a new extension of rapid transit services along the Pershore Road corridor. A potential Metro link could be developed with a spur from the Eastside Extension already under construction. The Metro route, linked directly to HS2 at New Canal Street would also serve the Smithfield development, Rea Valley Growth Zone, Edgbaston Cricket Ground, Midlands Arts Centre, Pebble Mill Health Park, the University of Birmingham and hospitals, providing more choice for residents and workers, and a clear rapid transit network for visitors to these important national and international destinations.

Alcester Road Bus Priority

A rapid transit bus scheme along the Alcester Road will make Balsall Heath and the famous Balti Triangle more accessible and support the development of an emerging cultural cluster in the area, as well as improving connectivity to Moseley and Kings Heath. Improvement of services and the passenger experience will include the prioritisation of buses to improve journey times and reliability.

BOLD PROPOSALS

HERITAGE AND CULTURE



Birmingham is a city rich in history and culture with a unique landscape that reflects its industrial past. With an array of cultural and heritage offerings, shaped by diverse and creative citizens, the city has a lot to celebrate. We want to entrench the distinctiveness of the city, with ambitions to celebrate, protect and enhance our cultural, social and heritage assets, and ensure opportunities for our arts, cultural, faith and creative communities to thrive.

The Edgbaston Conservation Area covers a large portion of the Central South area, with St Augustine’s Edgbaston Conservation Area touching Central South along Hagley Road. Central South is brimming with statutory listed buildings, including the Public Library and Baths and former School of Art along Moseley Road, Conybere Street Church of St Alban and Edgbaston Golf Club to name a few. Central South also benefits from an array of registered parks with listed heritage assets, including Winterbourne House and Gardens, Birmingham Botanical Gardens and Cannon Hill Park. Whilst rich in heritage assets, the Central South area offers wider cultural and leisure opportunities for all interests, including the Birmingham Wildlife Conservation Park, Edgbaston Cricket Stadium, culinary delights along part of the Balti Triangle in Balsall Heath, and a range of hospitality and night time entertainment options heading along Hagley Road and Broad Street back into the City Heart.

The following section highlights several opportunities to further enhance heritage and culture in Central South:

Edgbaston Stadium

The stadium’s owners have developed the Edgbaston Stadium & Community Masterplan with proposals that will create a mixed-use destination with cricket and community at its core, realising the legacy of

the 2022 Commonwealth Games in Birmingham. It will combine elite sport, conferencing and events with community assets in order to improve health and social care, education, employment and social cohesion in the area. The Masterplan and its associated redevelopment will also set a standard for sustainable travel and accessibility, with new dedicated cycling and walking routes linking communities in Balsall Heath, Sparkbrook and Highgate to the stadium, Midlands Arts Centre and Cannon Hill Park, as well as improving walking and cycling links with the City Heart.

An on-site hotel is also being considered, linked to the redevelopment of the existing Raglan and Priory cricket stands, which will serve the stadium’s growing conference and events business, as well as providing accommodation during major sporting events. The proposed new stands will also increase accessibility, and the overall customer experience at the stadium. Building on the success of the Birmingham Bears and Birmingham Phoenix brands, the proposed redevelopment will help to make sport and its associated health and wellbeing benefits more accessible to the local community.

Birmingham’s Botanical Gardens – Growing Our Green Heritage

This biodiverse environment is one of the UK’s most significant historic Botanic Gardens and part of Birmingham’s richly diverse cultural history and way of life. This safe, peaceful space is part of the green heart of Birmingham and a hugely treasured place to the city and its communities. With a collection of 8,000 plants, BBG is the largest and most diverse collection in central England. Their gardens comprise Grade II* nationally listed botanic gardens and intact historic glasshouses, designed by J C Loudon in 1829. BBG is devoted to conservation, growing plant diversity, and increasing public understanding of plants, horticulture, and the environment.



Fig 86. Birmingham Botanical Gardens

Transformative proposals being developed will seek to radically reorganise the site, to restore and revitalise the historic buildings, overcome the functional problems, enhance revenue generation, improve orientation and movement through the site, enhance visual impact within the wider setting and minimise the impact on the historic fabric. The project will be rooted in engagement with local people, promoting the value of nature/green spaces and how botanical gardens can help in conserving plant biodiversity and increasing public understanding of environmental and sustainability issues.

Balsall Heath Cultural Cluster & Moseley Road Baths

There is an emerging cluster of arts, creative and cultural organisations within Balsall Heath, such as the Moseley Road Baths CIO, Balsall Heath Library, Moseley Community Hub, the Gap Arts Project, Darkroom Birmingham, Make It Sustainable Ltd and the Ort Gallery who all have shared values of raising the profile of the neighbourhood and increasing visitor numbers to the area to celebrate its art, various faiths and ethnic diversity. Partnering with the National Trust, the group were successful in receiving pilot funding from the GBSLEP to establish a cultural action zone running a series of local festivals and events. Moseley Road Baths and Balsall Heath Library have been awarded £15.5 million in Levelling Up funds, that will enable the delivery of the first phase of an ambitious £32.7 million masterplan to transform the Grade II* Listed baths and library, building on the successes of a

ground-breaking collaboration and funding between Historic England and the World Monuments Fund to safeguard the future of Moseley Road Baths. Monies from the National Heritage Lottery Fund have also been received, which will be used to develop a bid for future capital.

Midlands Arts Centre

The area also hosts the Midland Art Centre in Cannon Hill Park, a contemporary arts centre and independent charity, with the mission to promote innovative, creative activities to establish arts and culture as an important part of people’s everyday lives. The centre has invested heavily in its facilities in recent years, and future opportunities to grow and promote the centre will be supported.



Fig 87. Midlands Arts Centre

BOLD PROPOSALS

CENTRES AND COMMUNITY



High streets, shopping centres and community centres are at the heart of neighbourhoods, a place where communities coalesce to socialise and access services. Through harnessing opportunities for improvement and development we can enhance the way local centres serve communities and provide the means for leisure, cultural and health and wellbeing activities.

The neighbourhoods of Central South Birmingham are typical of the city’s surrounding historic villages and settlements that grew and merged to create the city of Birmingham we know today. The local centres have varied characteristics with strong identities and are a focus of a wide range of activities with equally diverse communities. Easy access to local shops and services has become increasingly important, and measures to improve walking and cycling access, safety, the built and natural environment, and broadening visitor reach and appeal, will be developed with communities.

Edgbaston Village Centre

The Village Centre is home to a large supermarket and a range of shops, restaurants, bars, and community facilities are beginning to establish in the area. There is potential for more facilities to be attracted to the area to bolster the existing provision and to support a growing residential community. The potential to amend boundaries of the existing Five Ways local centre will be explored through the development of the new Birmingham Local Plan.

The public realm in the heart of Edgbaston along Greenfield Crescent and Edgbaston Village walk has been significantly enhanced to create a space for outdoor markets and events within this cluster of specialist shops, cafes, bars, and restaurants. Opportunities will be developed to extend public realm improvements further along routes that will connect to the Hagley Road and the tram terminus for the Metro.

Revitalised Highgate Centre

The Highgate neighbourhood centre at Horton Square provides a limited range of shops. Working with the local community, local needs will be explored, and plans developed to see how those needs might be best met. The shops and social infrastructure needed for future residents in the Rea Valley Growth Zone will also have to be considered. A new public space could potentially be created to strengthen the identity of the centre and allow for local festivals and events to take place. Birmingham’s landmark Central Mosque is located at the edge of the centre, and opportunities will be developed to improve physical connectivity and landscaping to better integrate the mosque with the centre.



Fig 38. Birmingham Central Mosque, Highgate



Fig 89. An artist's impression of Balsall Heath Town Square

Balsall Heath New Town Square

Opportunities to deliver a new town square at the junction of Moseley Road and Haden Way with a landmark building fronting the square will be taken forward, building upon the Neighbourhood Plan design and local engagement. The town square will be at the heart of a key transport hub, connecting the proposed railway station with the proposed rapid transit bus scheme and forming a unique “landing

pad” into the emerging cultural hub. The Square will provide a much-needed open green space at the heart of the local centre to host local festivals and events, and would form the northern end of a continuous green corridor stretching down Alcester Road to the junction of Cromer Road and Brighton Road where there is opportunity to provide a southern town square and green infrastructure hub.

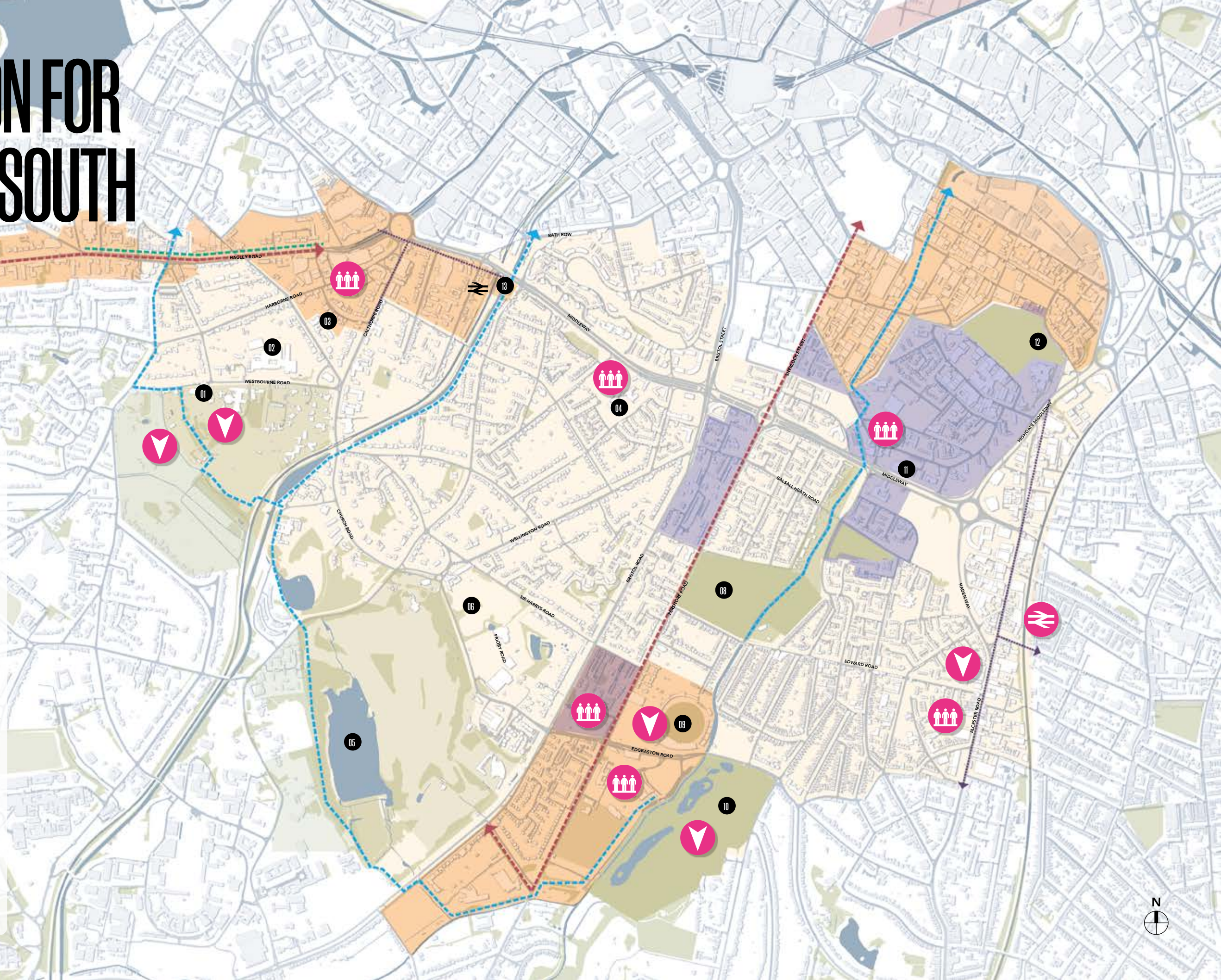
OUR VISION FOR CENTRAL SOUTH

Locations

- 01 Birmingham Botanical Gardens
- 02 BCU City South Campus
- 03 Edgbaston Village
- 04 Edgbaston Community Centre
- 05 Edgbaston Pool
- 06 Edgbaston Priory Club
- 07 The Priory Hospital
- 08 Calthorpe Park
- 09 Edgbaston Stadium
- 10 Cannon Hill Park
- 11 Birmingham Central Mosque
- 12 Highgate Park
- 13 Five Ways Railway Station

Key

- Growth Zones
- Major Development Sites
- Public Green Spaces
- Housing Action Areas
- Revitalising Streets and Squares
- Greenways
- Rapid Transit
- Green/Blue Web
- Destination Central South
- Local Centre & Community
- Proposed Railway Station



CENTRAL WEST

HOCKLEY, JEWELLERY QUARTER, LADYWOOD, SPRING HILL, NORTH EDBGASTON

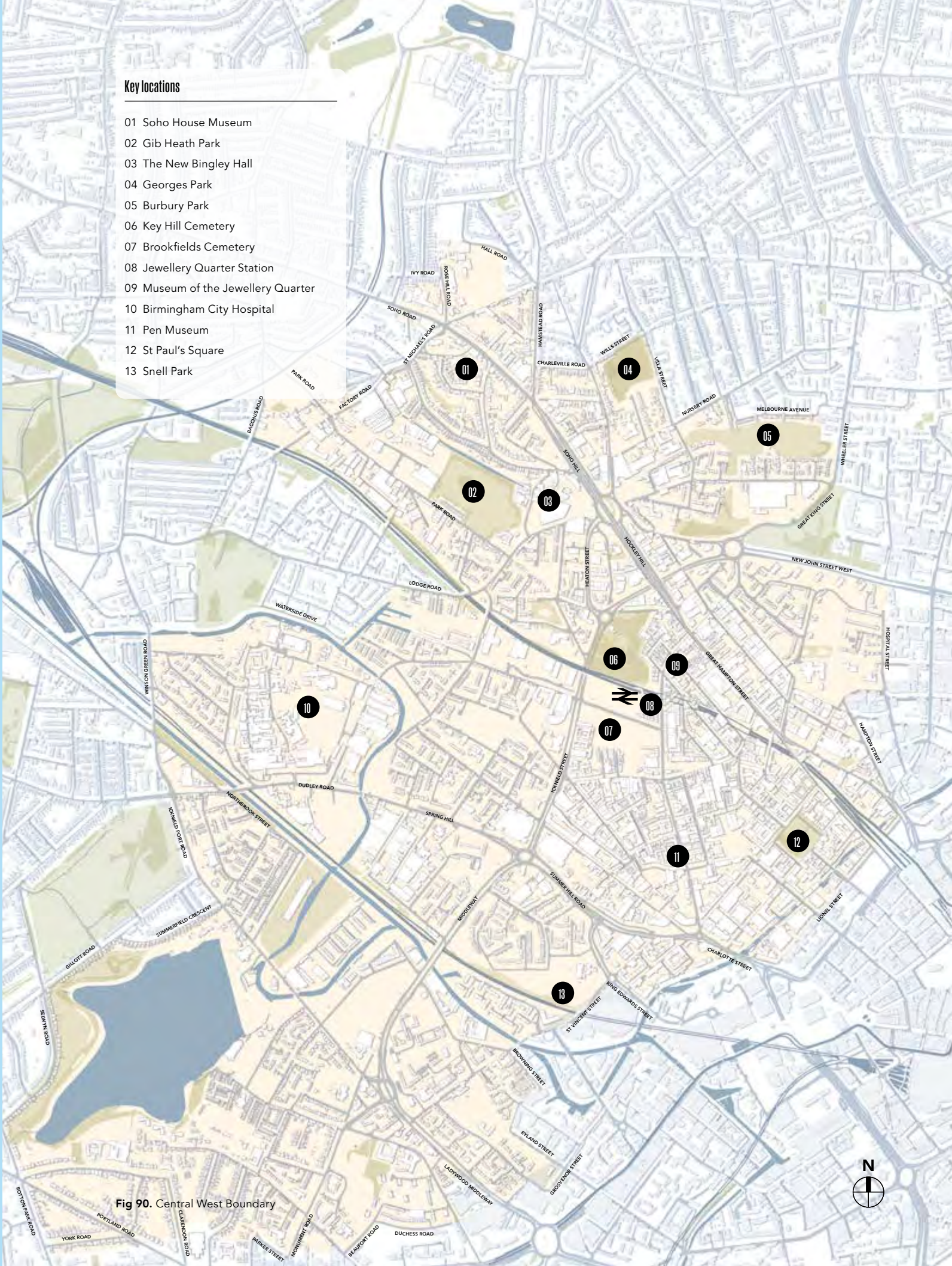
A world centre for the jewellery and metallurgy manufacturing and trading since the 1800s;
A celebration of the city’s unique industrial heritage and the entrepreneurial spirit;
Contemporary urban living closely tied with a burgeoning creative industry sector.

Central West encompasses the city’s famous Jewellery Quarter, as well as the inner-city residential and mixed-use neighbourhoods of Ladywood, Spring Hill, Hockley and part of North Edgbaston.

The Jewellery Quarter is Birmingham’s most intact historic neighbourhood, containing over 140 statutory listed buildings and a conservation area designation. Characterised by cobbled streets and traditional red brick frontages, large swathes of the quarter’s built form dates back from the early Industrial period. The quarter is famous for being one of the original and largest centres of jewellery and metallurgy manufacturing in Europe. Today, the Jewellery Quarter remains an important centre for the jewellery trade, but it is also a major visitor destination, a hub for many creative industries and is home to a growing population of over 10,000 residents. Over the past two decades, numerous former warehouses have been converted to apartments and new-build residential schemes have celebrated the area’s unique character in their design.

Ladywood is one of the city’s largest post-war housing redevelopment areas. Built in the early 1960s; today it is a well-established and highly diverse community. Spring Hill is an inner-city neighbourhood which is experiencing large scale regeneration around the canals at Icknield Port Loop, in the form of a major new residential community. North Edgbaston surrounds the Edgbaston Reservoir and nearby Chamberlain Gardens, both offering important amenity for residents and visitors alike. Further north, the neighbourhood of Hockley is closely tied to the Jewellery Quarter and is characterised by a mix of industrial and residential land uses as well as several expansive green spaces such as Key Hill Cemetery and Gib Heath Park.

The Central West is a diverse, vibrant, historic and characterful part of Birmingham. Looking to the future, it will be vital to continue supporting its burgeoning creative sector, protecting its historic significance whilst accommodating the city’s growth needs for housing and jobs, improving connections to and around the area, and bringing forward major regeneration projects that bring about socio-economic benefits in its more deprived areas.



A BOLD FUTURE

Birmingham’s Central West area has reached a pivotal moment where the foundations for growth have been secured, new homes and open space are being delivered, and there are many more opportunities ahead. The next decade and beyond will see further transformation of the Central West area as major sites come forward for major redevelopment, and proposals within this Framework set the vision for further change.

There are four key drivers for growth for the western quarters and neighbourhoods of Central Birmingham:

Growing Population

The residential offer is diverse and is seeing a continued renaissance. Innovative modern family houses and new high-quality open spaces are being developed at Port Loop with plans for 1,150 homes, and a range of apartments and town houses are on site at Soho Wharf with 750 homes in a green setting alongside the canal. These developments follow over 25 years of conservation led regeneration in the Jewellery Quarter, where ongoing conversion of heritage buildings and new-build schemes have grown the population from a few hundred in the early 1990s to over 10,000 residents today. As a result, Central West is an area of choice for urban living, for a range of lifestyles and needs.

Room for Growth

Whilst there are a range of developments underway across Central west, there is still room for a major pipeline of new homes and business spaces for the decades ahead. For example the City Hospital site, which will come forward on opening of the new Midland Metropolitan University Hospital, could see over 750 new homes and 750 sqm of commercial or community space accommodated within an expansive green canal-side setting. The Growth Zones proposed in this framework identify areas with low density of activity, changing land-uses and



Fig 91. Jewellery Quarter

growing pressure for change. In addition, Housing Action Areas such as Ladywood Estates have potential for remodelling to accommodate many more homes for social and affordable rent and sale, alongside new and improved open spaces and community infrastructure.

Heritage and Community

There is so much potential for change based on strong foundations of a rich heritage and established, diverse communities which offers a strong sense of place and belonging. Over 100 listed buildings with the Jewellery Quarter’s Conservation Area provides an attractive and unique setting for living,



Fig 92. William Mitchell Mural at Hockley Circus

working and enjoying its wide range of independent cafés, bars and restaurants. Museums range from the Coffin works, Pen Museum and Museum of the Jewellery Quarter, and Soho House and its historic connections with the Lunar Society. Miles of canals thread through the area, connecting to the beauty of Edgbaston Reservoir on the doorstep of Ladywood and North Edgbaston. Investment within the area will benefit from the roots put down by generations before, to work with the area’s physical, natural and social assets to create unique places to live, work and play. The Jewellery Quarter Neighbourhood Plan identifies a range of opportunities for new and improved business spaces and residential locations.

Centrally Located

The Central west neighbourhoods are not only a growing part of Central Birmingham, they are also

well connected to the adjoining borough of Sandwell with frequent services on strategic bus routes and Metro stops, connecting to the centres at Dudley Road and Soho Road, on to Smethwick, West Bromwich and beyond to Wolverhampton. The “revolution walk” provides a strategic green corridor along the Birmingham Canal with an improved route for walking, cycling, boating and even paddle-boarding, connecting communities. These corridors provide opportunities for residents to work and live across the area. The Jewellery Quarter has developed into its own urban village with its own vibrancy and identity, and its proximity to the main business, retail and cultural activity of the City Heart add to its attractiveness as a location for growth.

The following Bold Proposals set a framework of opportunities that seek to maximise the potential of the area’s quarters and neighbourhoods.

Meeting our City Themes

City of Growth for All

A City of Connections

City of Centres & Neighbourhoods

City of Nature

City of Knowledge & Innovation

City of Distinctiveness

BOLD PROPOSALS

GROWTH ZONES



The quarters and neighbourhoods of the Central West area hold great potential as locations for growth in numbers and range of new homes, community space, modern employment space, and greener and more connected neighbourhoods. With significant areas of change and growth happening at Port Loop and in the Jewellery Quarter, the adjoining areas could benefit from their renaissance and opportunities for investment can spread further. Proposals will be developed in line with the principles of the Birmingham Transport Plan.

Three locations have been identified for potential change, where focussed masterplans and adopted policies will guide and promote opportunities, and maximise the specific potential of these areas.

Hockley – A New Heart

There is a major opportunity to transform 25 hectares of the area dominated by the Hockley Flyover and its associated roundabout to create a new heart for Hockley, a hub that will reconnect the communities of Soho Road, Lozells, Handsworth, Newtown, Ladywood and the Jewellery Quarter. Once a thriving centre of the community and industry, the historic centre of Hockley was ripped out in the 1960s with the construction of the Hockley Flyover and a series of pedestrian subways. Priorities have since shifted away to other areas instead of linking up the flyover to major roads nearby.

The A41 is a busy arterial route, however the Hockley Flyover itself is a fragmented piece of highway engineering which takes up a considerable amount of land and carries relatively low levels of vehicular traffic. Underneath the flyover, the pedestrianised space and subways within the roundabout is dated, lacking natural surveillance from the outside, and is perceived as being unsafe to use. Collectively, the flyover and the roundabout have been major

barriers to growth and investment in this part of Hockley, severing communities and resulting in the surrounding area being characterised by vacant sites, underutilised and derelict buildings or car parks.

The option to remove the flyover and remodel the surrounding highway infrastructure would open up the potential for redevelopment of the surrounding sites to provide a mix of residential, employment, leisure and retailing uses. A remodelled public space would retain and preserve the Grade II Listed 1968 William Mitchell climbing-wall murals as part of a new public square creating a new neighbourhood heart for events and markets. The wide stretches of road-space leading up to the flyover would be transformed to provide space for a new street-level green corridor, providing a more attractive and safer walking cycling route connecting the Jewellery Quarter to Soho Road District Centre and the city’s north-western neighbourhoods.

Detailed development guidance and masterplanning of the Growth Zone will identify opportunities to bring vacant sites and heritage buildings back into use and carefully redeveloped within the Lozells and Soho Hill Conservation Area. An improved setting for the Gurdwara Babe Ke could form part of the landscape strategy, and opportunities to protect, restore and find new uses for the Grade II* Listed former Ickniel Street School will also be explored.

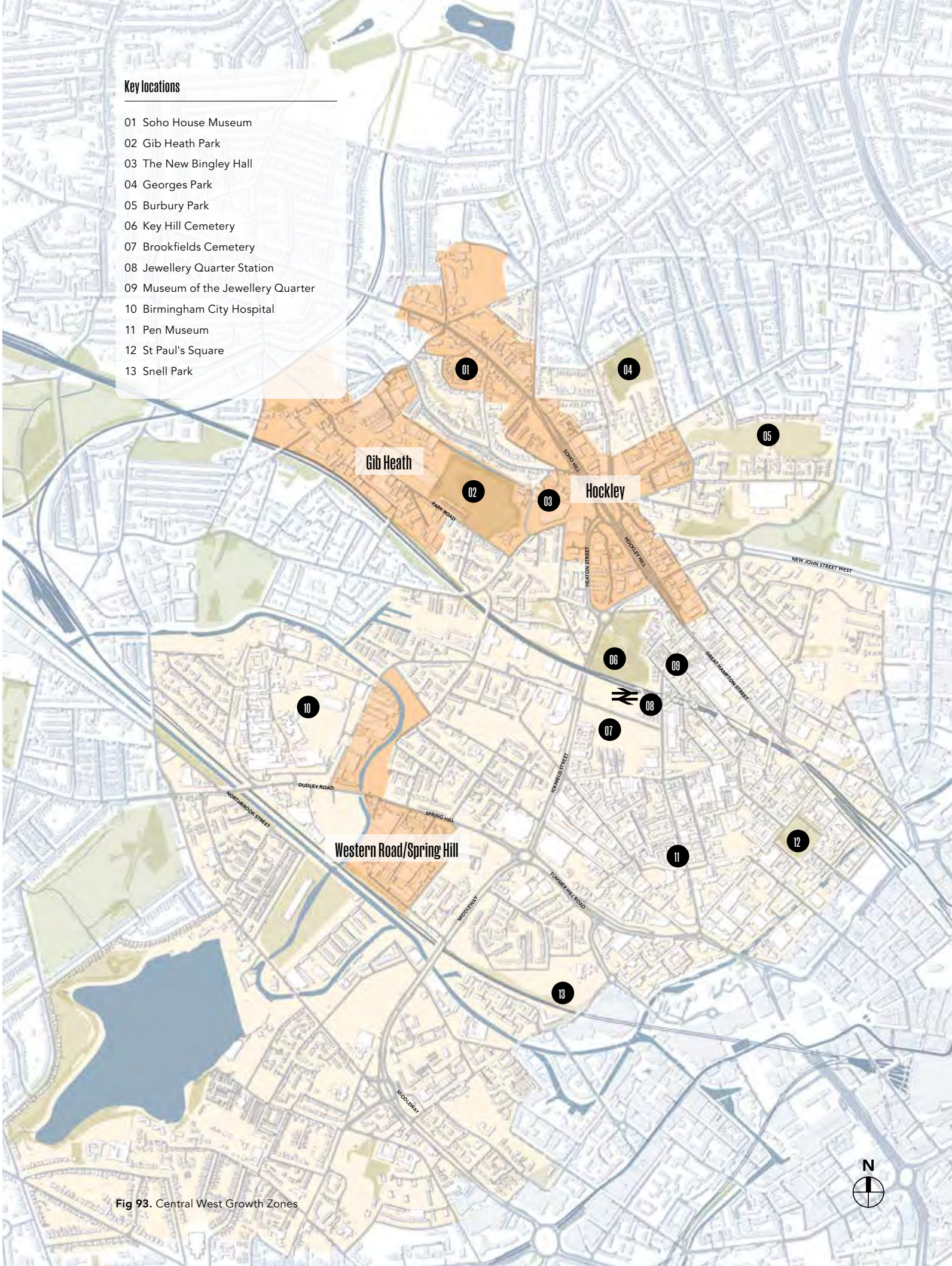


Fig 93. Central West Growth Zones

Western Road/Spring Hill

The existing industrial areas at Western Road and Spring Hill are the missing pieces in a jigsaw created by new or proposed development at Ladywood estate, Infirmary Wharf, Soho Wharf and Port Loop.

The Western Road is site adjacent to the retained NHS estate including the Treatment Centre and Eye Hospital has a significant frontage to the canal, but is constrained by the sub-station on Dudley Road.

The Spring Hill industrial area has a mix of unit sizes and is of varied condition. The location benefits from two canal frontages which have untapped potential for waterside development and open spaces. The retention of the former Ladywood School building, and high-quality design befitting the prominent location of the site will be important. A more varied mix of uses which better activates the area and contributes to a more walkable neighbourhood is likely to be appropriate.

The sites are in fragmented ownerships, so land assembly and a comprehensive approach to redevelopment will be necessary to unlock the opportunity for up to 16 hectare of land to be developed for alternative uses which contribute to the activation of the canal towpaths. The future of the area will be explored further through more detailed development guidance, and designation within the Birmingham Local Plan, where it is identified as a key opportunity within the wider Greater Icknield Growth Zone.

Gib Heath Industrial Area

This long-established industrial area has a mixture of large modern busy manufacturing units alongside smaller units of varying age and quality, with some cleared yards and empty/underused premises. Access to the industrial area is mainly via residential streets.

The Soho Benson Road Metro stop makes the area well connected to the City Heart as well as to Sandwell and Wolverhampton, and could provide an opportunity to increase residential density in the locality. The area is identified as a Growth Zone in the Local Plan Preferred Option, including scope to develop homes and introduce new green spaces whilst retaining high quality employment uses.



Fig 94. An artist's impression of Hockley

BOLD PROPOSALS

MAJOR DEVELOPMENT SITES



Change has always been a part of the story within the Central west area of the city. Over the last 25 years the transformation of the Jewellery Quarter has brought new communities and vitality to an area in decline, and development interest remains high as the unique character of the Quarter and its heritage has created an attractive place to live, work and invest. The ripples of development activity have spread with catalyst regeneration project at Icknield Port Loop providing new family homes and a neighbourhood where there was once vacant and underutilised land. Major opportunities exist to bring new homes and workplaces that meet 21st Century needs.

St Paul's Quarter

At a key gateway to the Jewellery Quarter from the City Heart, The St Paul's Quarter will transform connections and introduce more homes and workspace becoming a new destination. The retention and preservation of the Grade II Listed 109 Northwood Street, the former Harper's Hill works and two other heritage buildings within the Conservation Area will add to the area's character. A new pedestrian route will directly connect Newhall Street to the heart of the Jewellery Quarter, along with the reopening of Northwood Street as a public route and new public square. The mixed-use scheme will deliver 9,290 sqm commercial space including affordable workspace for jewellery makers and artists, and 320 apartments and duplexes. Shops, bars/restaurants will add to the vibrancy of the new Quarter.

Port Loop

Port Loop is a former industrial area bounded by Ladywood Middleway, Icknield Port Road and Wiggin Street, Birmingham, with a canal loop cutting through it creating an urban island at its heart. It is only 15 minutes' walk from the centre of the city.

A partnership including the City Council, Urban Splash, and Places for People, developed a masterplan for residential-led redevelopment which received outline planning consent in 2013. This set out a mix of housing in a family-orientated neighbourhood, high-quality design of buildings and public realm which maximises the waterside setting, and improved connectivity including better access to the canal and nearby reservoir. The first two phases of the development have been completed.

In total the masterplan delivers up to 1,150 new homes, 12,900 sqm of commercial uses and community facilities.





Fig 96. An artist's impression of The Hockley Port Canal Basin

City Hospital Site

The relocation of a number of the healthcare uses to the new Midland Metropolitan University Hospital releases land for development. Homes England have acquired this land and are promoting its redevelopment for residential uses, as supported by the Smethwick to Birmingham Corridor Framework SPD. The Treatment Centre and Eye Hospital are within the NHS retained estate.

The site offers the opportunity to bring new life and activity to the canal network, and has good access to Dudley Road local centre and shops at Spring Hill. Improved public transport, walking,

and cycling provision in the area will benefit new residents. The masterplan for the redevelopment includes potential for up to 750 dwellings and up to 750 sqm commercial retail/office/employment and community space, supported by improved connectivity through the site and public open space and public realm.

Hockley Port Canal Basin

The Hockley Port Moorings' canal arms and All Saints Industrial Estate provide an opportunity to create a unique mixed-use development. The canal is currently not publicly accessible via All Saints' Street and by opening this up better connections can be

made for pedestrians and cyclist to Soho Loop and to the City Heart. Improvements to the canal environment will help to create a desirable setting for waterside living – providing safe moorings, an improved setting for the school and helping foster better links with the wider community.

The industrial estate and cleared site adjacent provide an opportunity for redevelopment for housing. The brick building fronting All Saints Street could be retained due to its contribution to the local character and prominent position on the road network. The building occupied by the shooting range and football ground could also be redeveloped for housing, with the potential for a

pedestrian link through to Harmer Street and the retention or reconfiguration of existing buildings. The small units on the opposite side to the shooting range could provide small scale start-ups and creative uses, bringing the building back into use and activating the area.

Newhall/Camden Street

Mixed-use development with potential for over 400 apartments and ground-floor commercial space. The site is a key gateway location into the Jewellery Quarter.

BOLD PROPOSALS

HOUSING ACTION AREAS



Ensuring all citizens have access to housing that is affordable and meets the Government’s Decent Homes Standard is a key priority. Housing Action Areas have been identified where there is real opportunity to improve or develop estates to meet the diverse housing needs of our communities. A range of measures could be considered within these areas, including:

- Retrofit of greener heating systems or insulation
- Improvements to open spaces and security
- Refurbishment to improve housing quality and fire safety
- Replacement of homes where there is a significant challenge to improving quality
- Improvements to public spaces, access to shops, schools and social and cultural facilities via sustainable transport modes

Alongside these measures, opportunity to increase the supply of family homes for social rent, private rent and ownership will also be a priority. Community involvement will be a central part in any improvement measures that may be explored.

Two Housing Action areas are proposed in the Central west area:

Ladywood Housing Regeneration Initiative

The initiative is about bringing forward regeneration plans that address open space, community facilities, transport, and quality of housing for the Ladywood Central, Kilby and Lighthorne, St Marks and Middleway estates in Ladywood.

The strategic aims are to transform the estates to provide replacement and improvement of homes to deliver high-quality, energy efficient housing. The investment aims to regenerate the area through more open spaces, play areas and parks, new community facilities (such as schools, healthcare facilities and community spaces), better transport links and improved walking and cycling routes connected to green and blue infrastructure.

St George’s Estate

The estate built from the late 1950s to the 1960s is a mixture of high-rise tower blocks and maisonettes and terraced housing. Some new homes were included in a partial remodelling and improvement to the estate in the 1990s. As the housing stock ages, with an emphasis on affordable and family provision, there will be opportunities to work with residents to explore possible future investment needs to improve, remodel or replace some properties alongside how open spaces are used and designed. Improving pedestrian and cycle connections across Newtown Middleway will better connect communities and social facilities shared across the area.



Fig 97. Charles Blondin Sculpture (1995) at the Ladywood Middleway (Artist: Paul Richardson)



Fig 98. St George’s Estate

BOLD PROPOSALS

GREEN AND BLUE WEB



As one of the greenest cities in Europe, Birmingham boasts extensive green space, with a vast network of canals and watercourses across the city. These green and blue spaces are vital natural assets and play a crucial role in tackling climate change, supporting biodiversity and meeting our Route to Zero ambitions. We have significant opportunities to enhance and protect these spaces, to bring health and wellbeing benefits to communities, reduce pollution, encourage community stewardship and improve connectivity across the city by creating a web of green and blue active travel routes.

Central West has a mix of green spaces, ranging from the formal St Phillip's Square Churchyard, historic Key Hill and Brookfields Cemeteries to the informal parks and amenity spaces created in the 1960s within the area's residential estates featuring valuable groups of maturing trees. The area historically grew around the canals which form attractive green corridors through Ladywood, with a more urban and historic character within the Jewellery Quarter. The only watercourse is the Hockley Brook, which is mostly hidden in culverts and behind buildings. The quality and useability of much of the green space network is varied, with some areas that do not feel welcoming to use and little provision for growing food and sports activities. There is great potential throughout the Central West area to improve access and quality of the green and blue spaces and networks over the coming years, ensuring that the spaces work for all users and incorporating features to protect and enhance biodiversity and ecology.



Fig 99. An artist's impression of Great Hampton Street



Fig 100. An artist's impression of Hockley Circus

Ladywood & Hockley Park Web

There are several parks and open spaces throughout the area, particularly within housing estates and alongside major roads. There will be opportunities to review how these spaces work and investigate any changes or remodelling that could be made through detailed conversations with residents, and the development of masterplans for the proposed Growth Areas and Housing Action Areas.

Jewellery Quarter Green Spaces

The Quarter's green spaces are unusual in that they are provided by two historic cemeteries; Brookfields and Key Hill, and St Philip's Square laid out as part of the 18th Century Georgian extension of the town to the west. The spaces are valued by residents and visitors and have a wealth of historic features including the catacombs in Brookfields and the resting place of many eminent figures from the city's past. There has been significant investment in restoring heritage features in Brookfields cemetery in recent years, and

proposals will be developed to ensure that these three unique spaces are protected, made more accessible, welcoming and attractive for informal leisure activities. Highlighting the heritage of the spaces and promoting them to visitors to the city would give an opportunity to tell many stories about the growth and development of Birmingham and its past citizens.

Hockley Brook and Gib Heath Park

Hockley Brook is currently culverted for much of its course through the City West and is/carries a significant fluvial flood risk. It runs along the north edge of Gib Heath Park before disappearing underneath the Bingley Hall site at Whitmore Street near Hockley Circus. There is potential for new development to explore opening-up the brook within a more naturalised channel where flood risk is managed as part of a landscape that maximises opportunities to increase biodiversity alongside more visibility and access to the watercourse as a feature.

Gib Heath Park is located to the rear of existing houses and factory units with limited surveillance from the outside. There are no sports or play facilities within the space and it feels unwelcoming. Detailed proposals for the Hockley Growth Zone should explore potential for the remodelling of Gib Heath Park to incorporate improvements to the brook, and the possibility of uncovering it through comprehensive redevelopment of sites above and alongside the culvert.

Edgbaston Reservoir

Located at the edge of Central West, Edgbaston Reservoir is a tranquil oasis of blue and green infrastructure in the heart of the city offering a unique opportunity for an improved destination for visitors and residents, creating mix of new housing, leisure, sports and community facilities.

A selection of land and water-based leisure and recreation activities will be provided, with a strong community and family focus, connected to the wider

network of green and blue open spaces into the city centre and beyond. The space will promote the health and wellbeing of residents across the city and offer spaces for engagement with expansive skies, and enhanced wildlife and natural beauty.

Community Food Growing Initiative

The rise in community-scale food growing projects, as well as increased in demand for allotment plots, unlocks further opportunities to expand the city's green infrastructure networks and support the Healthy Living Zone concept, by providing self-sufficient, nutritious, and affordable food sources in centralised, highly accessible locations.

The Vyse Street Car Park proposals by the Jewellery Quarter Development Trust and the City Council's Food Trails initiative are being developed to convert parts of the car park to accommodate allotments and gardens, with a community kitchen and business incubator spaces. Whilst this work is in progress (subject to planning conditions being met), it is



Fig 102. Birmingham Old Line Canal

proposed that a pocket park will be installed in front of the Vyse St Car Park showcasing new growing methods and growing edible plants.

It is intended to mobilise residents and attract local support for growing and bring about multiple benefits not just limited to creating a sustainable food source for residents and businesses, but also health and wellbeing benefits for visitors to the community garden, as well as increasing levels of greenery and biodiversity value in general and could also assist in supporting the creation of urban habitats.

Central West Canals – The Blue Network

Canals are not only an important heritage feature within Central West neighbourhoods, they also provide essential connections walking, jogging, cycling, commuting and recreation. Working in partnership with the Canal & River Trust, a Canals Action Plan will be developed across the Central Birmingham area to identify detailed opportunities for development. New and improved access points, reinstating or reimagining lost canal arms, proposals to improve the quality of the physical and natural environment, promote and improve heritage features, promote and increase public art, culture and leisure along the waterways and measures to improve personal safety.

The Birmingham Old Line Canal runs through the neighbourhoods of Ladywood and Spring Hill and provides the Central West neighbourhoods with a direct link to Westside, Brindley Place and Broad Street in the City Heart. Promoting canal-facing development sites along the route would increase natural surveillance from passive overlooking from buildings fronting the towpaths, and enable improved permeability from neighbouring areas, as currently access to the towpaths is limited to narrow steps down from street level. The canals provide essential green spaces which benefit the health and wellbeing of people using the canals, and in bringing wildlife into the heart of the city; through in any development and physical improvements, ensuring a meaningful continuation and enhancement of opportunities for nature and biodiversity will be essential and must form part of any designs.

The Birmingham to Fazeley Canal runs through parts of the Jewellery Quarter. Due to the high-density urban form on both sides of the canal, opportunities to improve the towpath walking routes are limited but redevelopment sites alongside the canal could maximise activity onto the towpaths in the form of waterside squares, with active frontages on ground floors.



Fig 101. More space for trees and planting

Greenways

Underpinned by the proposals of the Birmingham Transport Plan, as we move towards reducing the number of vehicles travelling through the Central Birmingham areas, there will be opportunities to remodel and repurpose parts of the existing highway space, breaking down barriers between neighbourhoods to provide attractive, safe and direct connections. Opportunities to introduce priority for public transport and active travel and enhance connections to existing cycle networks will be explored when developing detailed plans.

Summer Hill Greenway

Summer Hill Road is a radial route which is currently a dual carriageway link between Spring Hill and the centre of the city. It creates a major barrier for pedestrian and cyclist movement between the Jewellery Quarter, Ladywood and Westside. There are a lack of pedestrian crossings along the route and the buildings alongside are either vacant or generate little to no activity at ground floors, often presenting blank frontages set back to allow space for car parking.

Supported by the Jewellery Quarter Development Trust, this framework promotes the aspiration to transform Summer Hill Road into a linear park or “greenway”, still accommodating some vehicular traffic but greatly reduced and with over 50% of the road-space being reallocated as public realm with green spaces, planting, street trees and wildlife corridors. This will help make Summer Hill Road a much more attractive, sustainable and pedestrian- friendly space, greatly reduce on-street parking, and repair the “tear” between communities either side. New redevelopment sites could also be unlocked by the creation of the new park, in time enabling a mixed-use neighbourhood to form along this route.

The linear park would be a major active travel connector between the City Heart and the neighbourhoods in City west, creating stronger and more attractive linkages into the Jewellery Quarter and Ladywood. It would also be a destination, providing attractive recreational space for residents and visitors.

BOLD PROPOSALS

CONNECTING PLACES



Birmingham’s transport network is intricate and vast, serving both to connect local communities and thread into national transport networks. Building upon principles within the Birmingham Transport Plan, there are strong opportunities to enhance public transport services and active travel routes across the city. Such measures will improve connectivity, providing greater ease of travel for citizens, and enhance safety, accessibility, and overall experience for pedestrians and cyclists.

The northern part of the area is served by the Metro with stops at the Jewellery Quarter railway Station and at Soho Benson Road. Frequent bus services also serve most of the area. In addition to improved walking and cycling connections and routes throughout the area, significant improvements are underway to improve bus travel. As the Central west will see a rise in residential population over the next 10–15 years, the feasibility of delivering additional heavy-rail and Metro stops should be considered for the longer-term to support the growth potential within Growth Zones and Housing Action Areas.

Dudley Road Bus Lane and Cycleways

The Dudley Road Improvement Scheme supports sustainable growth in the area by delivering new bus lanes, upgraded crossings, and improved pedestrian and cycle facilities including a segregated cycle route. Work is currently underway to deliver the scheme which is due for completion in 2025.

Monument Road Train Station

Last used in 1958, a train station at Monument Road once served the inner-city neighbourhoods of Ladywood and Spring Hill, and reopening proposals were first proposed in the early 1990s. Over the next 20 years there will be a significant

increase in the number of new homes in the area, with Major Development Sites coming forward and completed. With changes to capacity and demands on existing lines following the opening of HS2, there will be the potential to re-visit the feasibility of reopening a railway station at or close to the site of Monument Road Train Station, improving the neighbourhood’s connections into the Central Heart and to other parts of the region.

Lodge Road Metro Stop

The potential for an additional Metro stop at Lodge Road will be explored. The stop would provide transformed access as part of the Hockley Growth Zone where a greater density of residential development could be supported. Residents of the established All Saints’ Park neighbourhood would also benefit from a new stop, and improved walking and cycle connections to the stop would be developed as part of delivering the scheme.

Jewellery Quarter Streets

The Jewellery Quarter Neighbourhood Plan identifies several “key routes” and a strategy for improving accessibility and the quality of the public realm. A series of visioning studies are proposed to target specific locations to develop proposals that could be used to seek funding or influence development proposals. The key routes will be the main pedestrian routes to/from and through the Quarter and will focus on improving the quality of materials, lighting, street furniture, potential for small parklets/play space, and contribution to a sense of safety and security. Connections to the City Heart at Great Charles Street Queensway are a priority, with the long-term aspirations forming part of the Greenway proposal to downgrade Great Charles Street and create a greener, attractive, safer and easier direct connections between the two areas.



Fig 103. Improved cycle connections

BOLD PROPOSALS

HERITAGE AND CULTURE



Birmingham is a city rich in history and culture with a unique landscape that reflects its industrial past. With an array of cultural and heritage offerings, shaped by diverse and creative citizens, the city has a lot to celebrate. We want to entrench the distinctiveness of the city, with ambitions to celebrate, protect and enhance our cultural, social and heritage assets, and ensure opportunities for our arts, cultural, faith and creative communities to thrive.

The Jewellery Quarter Conservation Area covers a large portion of the Central West area, with the Lozells and Soho Hill Conservation Area touching Central West to the north. The Jewellery Quarter is one of the most historic neighbourhoods within Birmingham, with over 140 listed buildings marking the area’s legacy as a centre of jewellery making and metalwork. Statutorily listed buildings include those for industry, such as the Birmingham Mint metalworks, education, including the School of Jewellery and Silversmithing and Icknield Street School and for religious purposes and placemaking, including the Church of St Paul and the Jewellery Quarter clock tower. The quarter remains today a bustling creative area, responsible for the manufacturing of over 40% of the UK’s jewellery output and the UK’s largest concentration of jewellery retailers and a growing resident population.

Outside of the Jewellery Quarter, statutorily listed heritage assets include Anglican Church of St. John and St. Peter in Ladywood and the former Newey Goodman Works, and Soho House in Hockley. Cultural and leisure opportunities across the Central West include the museum of the Jewellery Quarter and a range of contemporary hospitality and entertainment venues, including the Hockley Social Club and the Jam House.

There is a need to ensure that the quarter’s many opportunities are promoted without diminishing the significance of its uniqueness and heritage



Fig 105. An event at YARD, Port Loop (Credit: Third Eye Photography)

assets, or adversely impacting upon its existing residents and workforce, providing space for future generations of jewellers and crafts people.

In North Edgbaston, local listed landmarks like Reservoir Lodge, Perrot’s Folly and Edgbaston Waterworks, as well as the Dhamma Talaka Peace Pagoda, dot the skyline and connect its neighbourhoods to the area’s industrial heritage and diverse cultural history. The Edgbaston Reservoir was originally built to feed water into the Birmingham Canal Old Line via Icknield Port Loop, and remains a substantial blue asset for the area, a focal point for community gathering, cultural events, sports and leisure.

Based within the growing community of Port Loop is YARD, an art house and multifunctional space hosting artists and weekly events. The group envisions a new neighbourhood-scale civic square, expanded multidisciplinary art space and accommodation, enhancing and opening up cultural conversation and activity in the area for residents.

The following section highlights several opportunities to further enhance heritage and culture in Central West:



Fig 104. Jewellery Quarter

The Jewellery Quarter – A Creative District

The Jewellery Quarter benefits from having strong and proactive local leadership in the form of the Jewellery Quarter Development Trust (JQDT) and the Jewellery Quarter Business Improvement District (BID). The Jewellery Quarter Neighbourhood Planning Forum led on production of a Neighbourhood Plan, which was adopted as part of the city’s Development Plan in 2023. The Jewellery Quarter Neighbourhood Plan aims to conserve the Quarter’s industrial heritage whilst promoting sensitive redevelopment growth, improving interconnectivity across the area and supporting the local creative and small-scale manufacturing economy by designating the Quarter as a Creative district. The Framework endorses the policies and strategies contained within the Jewellery Quarter Neighbourhood Plan and echoes the Neighbourhood Plan’s vision for the area to become a “successful community of businesses and residents, with jewellery and designing/making at its heart”.

Affordable Workspaces

The renaissance of the Jewellery Quarter has raised property values, and this has had some negative impact on the availability of affordable workspaces for

start-up creative businesses. Any new investment and growth should respond to the needs of the Jewellery Quarter. The City Council will actively encourage developers and investors to work positively to accommodate space for existing business uses when any sites are redeveloped, and to work to curate uses across new schemes so these complement one another and provide a balanced offer. An appropriate approach for affordable workspaces in the Jewellery Quarter is being explored as part of the preparation of the new Birmingham Local Plan.

Soho House

Soho House was the home of Birmingham industrialist and entrepreneur Matthew Boulton from 1766 to 1809. It became a favourite meeting place of the Lunar Society, a group of free-thinking scientists and radicals. Today, it stands as a restored monument that reflects the fashions and tastes of the late Georgian period. As part of Birmingham Museum Trust’s new vision and taking inspiration from the Lunar Society, Soho House will once again become embedded in Handsworth. It will be a forum for contemporary debate and discussion with communities and partners about how the site can be used to support Birmingham people to thrive.

BOLD PROPOSALS

CENTRES AND COMMUNITY



High streets, shopping centres and community centres are at the heart of neighbourhoods. Places where communities coalesce to socialise and access services. Through harnessing opportunities for improvement and development we can enhance the way local centres serve communities and provide the means for leisure, cultural and health and wellbeing activities.

The Central West area is predominantly residential, and key areas of pedestrian footfall are within the heart of the Jewellery Quarter by connecting to shops and other destinations. Improving the quality and safety of street environments and moving towards a less car dominated environment will provide opportunities for using streets more for outdoor events, play space, café seating, planted green areas and street trees, and to encourage more active travel. Areas for focus are:

Soho Hill

The gateway to the Soho Road local centre, Soho Hill forms part of a conservation area and includes several underutilised buildings, including some of historic value. There is potential to significantly enhance the area between Hamstead Road and Villa Road to maximise the quality of the built environment and public realm, as well as better connecting Soho House with the local centre. The area around St Michael’s Church and Bill House will offer an early opportunity for change including the introduction of new community and residential uses in the area. There is also the potential to integrate active travel enhancements including pedestrian and cycling facilities.



Fig 107. Bill House, Soho Hill

Constitution Hill & Great Hampton Street

This route has a wealth of heritage buildings that are starting to be brought back into life through investment in their restoration as residential apartments, and maintaining commercial business space fronting the street. The street has several bars and pubs, and some convenience retail amongst rag-trade warehouses and showrooms that have established over the last 50 years. As one of the identified “Key Routes” of the Jewellery Quarter Neighbourhood Plan, Constitution Hill and Great Hampton Street have significant potential to transform from a traffic dominated environment to become a local “high street” and centre for the community, with road space reorganised to maximise places for outdoor cafés, street trees, memorials and public art. The St Pauls Metro stop is accessed from Constitution Hill but has poor presence on the street – opportunities to promote the location and improve the access and setting of the stop will be explored.

Jewellery Quarter Centre for Creative Entrepreneurship

The Jewellery Quarter is fortunate in that it is home to the world-renowned School of Jewellery, part of Birmingham City University (BCU) and an original industrial cluster which gives the area its name. More needs to be done to develop and retain talent in the Jewellery Quarter and usher in the next generation of businesses and skilled workforce which will continue the tradition of jewellery design and manufacture. The creation of a new Jewellery Quarter Centre for Creative Entrepreneurship will act as a both a physical incubator space and organisational support for the next generation of craftspeople and business owners.



Fig 106. Great Hampton Street

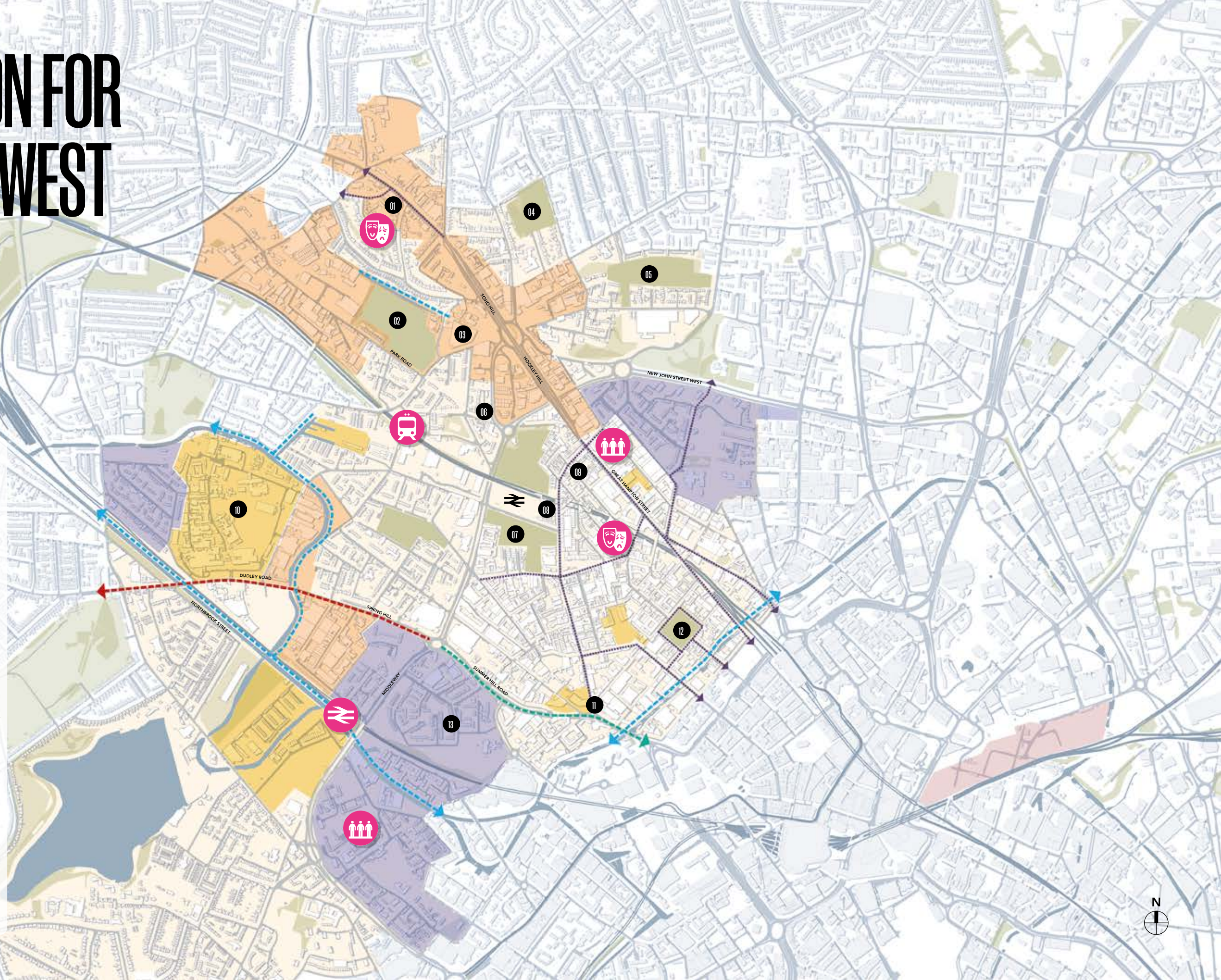
OUR VISION FOR CENTRAL WEST

Locations

- 01 Soho House Museum
- 02 Gib Heath Park
- 03 The New Bingley Hall
- 04 Georges Park
- 05 Burbury Park
- 06 Key Hill Cemetery
- 07 Brookfields Cemetery
- 08 Jewellery Quarter Station
- 09 Museum of the Jewellery Quarter
- 10 Birmingham City Hospital
- 11 Pen Museum
- 12 St Paul's Square
- 13 Snell Park

Key

- Growth Zones
- Major Development Sites
- Public Green Spaces
- Housing Action Areas
- Revitalising Streets and Squares
- Greenways
- Bus priority
- Green/Blue Web
- Heritage & Culture
- Local Centre & Community
- Proposed Metro stop
- Proposed Railway Station



DELIVERY



DELIVERY

To deliver the vision and objectives of the Framework, and to achieve the quality of development set out in the Bold Proposals a comprehensive approach to delivery is necessary.

Successful delivery will require regular review and should respond to the changing needs and priorities for the council, partners, and its communities. The Framework provides a basis for the council and partners to bid for funding to support the delivery of projects.

Investment Strategy

The Central Birmingham Framework is the plan which sets the vision for the city for the next 20 years and identifies the principles, development opportunities and infrastructure requirements to deliver that vision. The delivery plan for this framework will be developed through the existing strategies and investment plans which have informed the Bold Proposals, including the funding opportunities which underpin them. These include the following:

- Housing Strategy (2023–2028);
- Digital Strategy;
- Property Strategy;
- Birmingham Transport Plan.

An investment strategy for a framework of this scale and scope will evolve over time as the programmes and projects are shaped by the political and socio-economic landscape that inevitably changes over the years. However, it's possible to structure a high-level investment strategy based around three key phases.

Phase 1 - 2025-2030

Initially the Framework will focus on developing an investment programme for the next 5 years up to 2030. This is a key chapter for Birmingham becoming a truly international city as it cements its position as a globally connected city thanks to the arrival of HS2 during this period.

This phase will also see a number of the major development sites such as Paradise or Smithfield complete or finish key phases. Whilst there will be a considerable amount of delivery, work will also commence on developing a number of the longer-term bold proposals such as the Greenways project in places such as Jennens Road or Aston Link sections.

Phase 2 - 2030-2035

At this stage delivery plans for projects within this phase are not fixed and will be dependent on the development work undertaken in Phase 1 and the evolving landscape for funding in the region. Projects within this phase require a longer lead in time and are focused around the more significant proposals such as the housing action areas, including the Heartlands Eco-Town and Growth Zones such as the Curzon Gateway.

Phase 3 - 2035-2045+

This phase up to 2045 and beyond will see projects in Phase 1 and 2 continue to deliver whilst some of the longer-term Bold Proposals come to fruition. These include the major infrastructure proposals such as removing the flyover and creating a new neighbourhood in Hockley and redeveloping Moor Street Station.

Funding

Whilst the availability of public sector funding continues to be constrained, we have a number of tools available to provide funding. Over the next 5 years there are a number of funding opportunities available to support delivery in phase 1 of the Framework's Investment Strategy.



Fig 109. Birmingham Library

Single Funding Settlement

In the Spring Budget 2023 the Government announced the West Midlands Deeper Devolution Deal which will maximise how Government funding is implemented in the region providing the tools to deliver more inclusive growth. Many of the offers are “firsts” for regional devolution and will be crucial in delivering many of the Bold Proposals.

A commitment towards a Single Funding Settlement, where for the first time, the region will be treated as if it were a government department, enabling the region to prioritise, target and decide how funding is spent in key areas from the next spending review onwards.

A landmark housing deal worth up to £500 million – with flexibilities around deployment for regenerating brownfield land, a route to full devolution of Affordable Housing Programme funding, and the West Midlands leading a pioneering new approach to maximising Government land assets.

Fiscal devolution, including committed 10-year retention of business rates – worth an estimated £45 million a year.

The ability to designate Levelling Up Zones – priority areas identified jointly by the West Midlands

Combined Authority and its partner authorities that will attract 25-year business rates retention, to accelerate growth, development and regeneration.

Investment Zone

The zone will benefit from a mix of tax incentives, direct funding and business rate retention. It will focus on driving growth in advanced manufacturing, green industries, health-tech and underlying digital technologies.

The Investment Zone itself will cover the whole West Midlands but will be powered through three specific sites in Wolverhampton, Coventry and Birmingham. In Birmingham, the Birmingham Knowledge Quarter runs northeast from Aston University through Duddeston and Nechells to Aston, key areas of the Framework boundary and include a number of Bold Proposals such as Heartlands Eco-Town.

Enterprise Zone

Similar to the Investment Zone, the Enterprise Zone covers 39 sites across the Framework area, a number of which are major development sites such as Smithfield. The Zone’s Delivery Plan identifies these as important investment opportunities that will come forward over the next 5 years.



Fig 108. A range of employment opportunities

City Regional Sustainable Transport Settlement

This initiative, launched in 2022 and running until 2027, provides £4.2 billion of funding across the region, including approximately £1 billion for Birmingham, to deliver a greener, more active, fairer and economically successful region, whilst taking strides towards the region’s carbon neutrality. Some of this funding is allocated towards the Bold Proposals outlined below. Beyond 2027 it’s expected that there will be a second settlement that will provide for an even larger amount of funding.

Community Infrastructure Levy

The Community Infrastructure Levy (CIL) is a charge which can be levied by local authorities on new development in their area. It is an important mechanism to ensure certain types of new development contribute to the infrastructure needed to support that development. Where applicable this funding will support the delivery of the proposals outlined in the Framework, especially where they are delivering new homes and jobs.

Section 106

A Planning Obligation or Section 106 agreement (S106) can be attached to a planning application. It requires the developer to act to lessen the impact of a development, or restricts what can be done with land following planning permission being granted. These works may be provided off site if they cannot be achieved on the development site itself. Examples of obligations include public realm improvements, environmental enhancement, wildlife habitats, community or educational facilities, local employment initiatives and affordable housing.

This funding will support the delivery of economic, social and environmental benefits for the areas surrounding development sites, helping deliver on the Framework’s aims toward inclusivity, sustainability, health and wellbeing.



Fig 110. Three Chamberlain Square under development, Paradise.

Partnerships

There is a strong history of partnership working in Birmingham which has delivered major projects over the years such as the new Library and the transformation of Paradise Circus. This will continue with the Bold Proposals outlined in the Framework that will be driven forward through joint working between the City Council, West Midlands Combined Authority, Homes England and the West Midlands Growth Company to develop an integrated approach to target investors. We will strengthen our links with landowners, developers, local communities, Registered Social Housing Providers, Business Improvement Districts and other key organisations who have a stake in our city and ensure continued engagement as projects are developed.

Governance

Building on the existing public engagement work done to date, there will be regular and meaningful engagement in the delivery of the Framework, with the role of the community built into the overall governance arrangements as part of wider, regular and meaningful engagement. This could take the form of focus groups, boards or representative panels.

The council will actively work with stakeholders in the area to deliver the visions for the Central Areas and secure high-quality development. The delivery of the Single Funding Settlement will include newly defined governance arrangements which bring together delivery structures across the relevant local authority areas, including initiatives such as the Enterprise Zone, Investment Zone and Growth Zone. Over the next 12 months we will set up new governance arrangements for the Framework that will align with the emerging regional governance to ensure there are strong links between the funding opportunities and the Bold Proposals. These will be supported by dedicated resources within the council that will oversee the creation of the “Our Future City” programme and set the delivery priorities.

The delivery of the Framework will harness exiting networks and partnerships across the West Midlands region responsible for delivering net zero, nature and other sustainability commitments, and work collaboratively with landowners, communities and other specialist organisations, to align with, and build upon, their existing plans and activities toward a sustainable city.



Fig 111. 103 Colmore, Colmore Row, Birmingham’s tallest new office building.

Statutory Planning

A key tool for delivering the Bold Proposals will be providing the statutory planning tools to give the private and public sector the policies that will shape planning applications and provide them with the confidence that they will be able to deliver their sites. Where possible the proposals will be embedded into the statutory planning process utilising the Birmingham Local Plan and other tools such as Supplementary Planning Documents and the emerging Design Code. The Growth Zones will inform site allocations in the emerging Birmingham Local Plan, which will have a direct influence on shaping and encouraging new planning applications to come forward in those areas. These will ensure new development is appropriately located, sustainable and achieves the highest possible standards of architecture. The local plan policies will support framework proposals for the night-time economy as well as supporting affordable workspaces.



The Growth Zones identified in this framework include:

Central Area	Growth Zone
City Heart	Park Birmingham Western Gateway Snow Hill
Central East	Bordesley Park Digbeth & Garrison Park Quarter
Central North	Gun Quarter Curzon Gateway Heartlands Eco Town
Central South	Hagley Road Corridor Rea Valley Urban Corridor Edgbaston South
Central West	Western Road/Spring Hill Gib Heath Industrial Area Hockley



Fig 113. The Octagon, soon to be Birmingham's tallest building.

A new legal requirement for Biodiversity Net Gain will help ensure proposals deliver on-site or off-site improvements to habitats in development to support the City of Nature theme for the benefit of both the natural world and residents.

Within each Central Area, proposals will align with existing and emerging Neighbourhood Plans, ensuring development is delivered in the most suitable and appropriate way to meet the needs of the city's communities, such as the provisioning of affordable workspaces in the Jewellery Quarter.

Housing Delivery

The Framework identifies a number of Housing Action Areas where a broad mix of new homes should be developed to accommodate a range of family and household sizes, including multi-generational occupation. Existing housing in these areas could be improved or retrofitted to make them fit for the future. A strategy and programme for development of those sites within council ownership, as well as the identification of interventions to unlock sites outside council or partner control, will be developed.

The Council's Birmingham City Housing Strategy (2023–2028) is a high-level plan that sets out our vision for housing, with a delivery plan for how the

council and partners will ensure we meet the housing aspirations of our residents. It will develop plans to accelerate housing development that will support inclusive economic growth. It also focuses on our plans to create better homes and communities as the council is committed to enhancing the health and well-being of our residents. Whilst the strategy sets out our priorities and the direction of travel, we know that we will need to be dynamic, flexible, work with partners including Registered Social Housing Providers and both respond to changes in need and to new opportunities. Housing tenures and pricing should appeal to broad range of people across a wide range of incomes and ages.

The Council's Housing Revenue Accounts Business Plan sets out a strategic long-term investment plan that supports the management, maintenance, and investment in Birmingham City Council homes and other commercial assets where relevant. It outlines the council will invest £4.581 billion over the next thirty years, £1.434 billion of which will be spent over the next eight years to ensure council homes comply with Decent Homes Standards.

The Housing Strategy 2023–2028 highlights the need to include the delivery of new Affordable Homes through a third party. Direct delivery by the council



Fig 112. Development underway at Paradise Street

will only be considered when the model promotes financial viability for the long term and can evidence that it provides a better solution than alternative approaches to delivery. The council will prioritise site disposals to Register Social Housing Providers private financing or through a development agreement with the developer/contractor partner to deliver homes to the Housing Revenue Account at a fixed price.

Prioritising partnerships with registered providers and developers, as well as Homes England and the West Midlands Combined Authority will help to alleviate any risk to supply, and ensure the delivery of Affordable Housing remains a continued priority, which transformation programmes will support. The Housing Action Areas identified in this framework include:

Property and Site Development

The Council's Property Strategy sets out how we are taking a long-term strategic approach to how we utilise our unique asset base ensuring we maximise commercial and social returns by re-aligning the Council's property to unlock regeneration potential. Where appropriate, the Council will consider how best its assets can enable and deliver proposals within this framework in a way that drives inclusive economic growth for our residents whilst also achieving best value for our city. The council has a strong track record in working with investors, landowners and developers through innovative partnerships and delivery vehicles to bring forward new development and this will continue through this framework. Major Development Sites identified in the Framework include:

Central Area	Housing Action Area
Central North	Bloomsbury Estate and Duddeston Newtown South
Central South	Highgate Neighbourhood Pershore Road Corridor
Central West	Ladywood Housing Regeneration Initiative; St George's Estate



Fig 114. Birmingham Innovation Quarter

Central Area	Major Development Sites
City Heart	Smithfield Paradise Arena Central Broad Street North Brindley Drive Sites Monaco House
Central East	Oval's Digbeth Estate Typhoo Wharf Quarter Warwick Bar Upper Trinity Street Digbeth Bus Garage Camp Hill Gardens High Street Sites – South Connaught Square Lunar Rise Irish Centre Bordesley Park
Central North	Aston University Sites 1 Lancaster Circus Newtown Shopping Centre Glasswater Locks One Eastside
Central South	New Garden Square 126–150 Hagley Road Former Clarendon Suites Five Ways Hub Pebble Mill Tally Ho/Edgbaston Mill Land at the Rear of Highgate Road Chad Brook Valley Way
Central West	St Paul's Quarter Port Loop City Hospital Site Hockley Port Canal Basin Newhall/Camden Street

Examples of sites which will come forward in phase 1 of the Investment Strategy include:

Smithfield

In partnership with Lendlease, the City Council have submitted an outline planning application which is scheduled to go to Planning Committee. Following this enabling works will start on site in late 2024 with phase one to start in early 2026.

The Smithfield masterplan seeks to deliver:

- A vibrant new market, rehoming the longstanding Bullring markets;
- Over 90,000 sqm of high-quality office space;
- New cultural, leisure and recreational spaces and buildings;
- A new Festival Square that through its design pays homage to the roots of the city's markets.

Birmingham Innovation Quarter

Situated within the West Midlands Investment Zone, the Birmingham Innovation Quarter, a new partnership between Bruntwood SciTech, Aston University and Birmingham City Council, will create a new world-class innovation cluster, building on the city's renowned history for invention and enterprise. Across the 20-hectare site, the innovation cluster will nurture



Fig 115. Tea Factory, Digbeth

collaboration, innovation, discovery, and enterprise and create employment opportunities within some of the city's most deprived areas. Specific masterplan proposals include:

- 140,000 sqm of commercial space;
- 15 hectare of public realm and open space;
- Around 2,200 new homes.

Calthorpe Estates

The 50-year Future Vision document supplements Calthorpe's Vision for the Estate and acts as a supplementary resource guiding the future development of the estate. The vision articulates Calthorpe's aspiration for the commercial centre and the leafy residential neighbourhoods around this area in fifty years' time, painting a picture of the estate in 2069. It represents the first step in Calthorpe's ambitions to develop and sustain vibrant mixed neighbourhood.

The council will work with Calthorpe Estates in helping to bring forward the key development sites of:

- New Garden Square;
- 126–150 Hagley Road;
- Five Ways Hub;
- Pebble Mill;
- Tally Ho/Edgbaston Mill.

Digbeth

Exciting plans for Digbeth have already come forward, including:

"The Tea Factory"

- BBC have secured planning permission and commenced initial works for the development of a new film studios, to be the new home of BBC West Midlands on the former Typhoo Tea factory site.

Digbeth Loc Studios

- Digbeth will also benefit from landmark investment to establish the Digbeth Loc. Studios, cementing Birmingham as a significant centre for premier television and film production. The studios are the brainchild of acclaimed British screenwriter, director and producer, Steven Knight. Phase 1 works have already commenced, with major film production scheduled to start in September 2024.



Fig 117. Sustainable transport

Park Birmingham

This proposal brings together a number of development sites in the Central Heart area with the aim of creating a new mixed-use neighbourhood centred around a new city centre park. This will transform an area of low-grade buildings and poor public realm into a thriving place with new homes, offices and leisure uses around a significant green space that meets our vision of sustainable development.

Over the coming 12 months work will start on a new masterplan for the area led by landowners working collaboratively with the council.

Public Realm Improvement

Digbeth High Street has already seen public realm transformation as part of the delivery of Birmingham Eastside Metro Extension. This will be followed up by further improvements to the streetscape across Digbeth, enhancing connectivity, safety and visitor experience across the area. Such improvements will also unlock significant development opportunities at Stoneyard, the former Irish Centre and former Bullring Trading Estate, which will deliver approximately 2,000 homes in total.

Sustainable Transport

Transport is fundamental to a successful city and the Framework has a clear vision for mobility, prioritising sustainable and accessible modes including walking, cycling and public transport. The Birmingham Transport Plan 2031 sets out principles and objectives to guide investment in the city's transport and is supported by delivery plan, to which the Framework is aligned.

Whilst public transport and active travel will be prioritised over private car use in a number of areas, appropriate access to central Birmingham will be maintained for essential servicing, deliveries and people with restricted movement will continue.

Delivering this plan requires coordination across development and regeneration initiatives, including the location of homes, job opportunities and social infrastructure, appropriate facilities within and around developments and projects designed specifically to improve transport. The work also requires close collaboration with Transport for West Midlands, West Midlands Combined Authority, and other delivery partners. Between 2022 and 2027, the West Midlands has been awarded £1 billion from the City Region Sustainable Transport Settlement



Fig 116. New Town Row within the Gun Quarter

(CRSTS) which will support a number of proposals within this framework such as the remodelling of Moor Street to enhance access to the Curzon Street HS2 interchange. A second phase of CRSTS funding is expected for work beyond 2027 and the council will continue to work with West Midlands Combined Authority and Central Government to maximise future investment for sustainable transport in Birmingham.

In phase 1 of the Investment Strategy we will progress with the following projects:

- **Eastside Metro Extension (to Digbeth):** Metro extension to link with the Birmingham Moor Street and Birmingham Curzon Street HS2 stations.
- **HS2 and Curzon Station:** placing Birmingham city centre at the heart of the new high speed line for the country.
- **HS2 readiness:** One Station and Smallbrook Queensway: Upgrade of strategic walking and cycling routes between Birmingham New Street, Birmingham Moor Street and Birmingham Curzon Street HS2 station.
- **City centre Movement Strategy:** Transform the city centre to create a network of pedestrianised streets and public spaces, integrated with public

transport services and cycling infrastructure.

- **City Centre Active Travel Connectivity to Interchanges:** Improved walking and cycling routes across Birmingham city centre connecting public transport interchanges with key destinations within and across the ring road.
- **Snow Hill Accessibility and Connectivity Improvements:** Improved walking access and environment in the Snow Hill area. Initial phases have been completed. The next phases, Newhall Street Traffic Management and Steelhouse Square are currently being developed with commencement on site to be in 2024 and 2025 respectively.
- Development of the Our Future City Plan Transport Strategy (also known as the CRSTS Snow Hill Growth Strategy) project for reimagining the A38 through the city centre core. This is seeking to eliminate severance created by the A38 Queensway, better connect key development areas either side of the A38 Queensway, restrict through trips for private cars and encourage more sustainable access to the City Centre. It will also explore options for re-routing traffic to an upgraded A4540 Ring Road. Delivery of any interventions is anticipated post 2027 and into phase 2 and 3 of the Investment Strategy.



Fig 118. Port Loop © Urban Splash

Compulsory Purchase Order (CPO)

A Compulsory Purchase Order (CPO) is a land acquisition power granted to Local Authorities. It can be used to acquire land where it is in the public interest or for the greater public good. It can be used to enable delivery on a range of proposals from housing to employment to infrastructure. Any CPOs will be undertaken through a clear process, considering the impact on any affected communities and stakeholders. It is one tool the Council can use to unlock development sites and support land assembly to enable the transformational proposals in the Framework.

Social and Cultural Infrastructure

With the creation of a significant number of new homes in the Central Birmingham area up to 2045, investment will be required to ensure the appropriate services are in place so that they become functioning and sustainable neighbourhoods. This will need to take into account existing facilities in the area and demonstrate how the proposals will complement this provision. Funding will support education, health, digital and community facilities, arts, culture, heritage and leisure offers, along with social initiatives including skills and training that are vital to creating attractive places to live, supporting both new and existing communities including businesses.

When new infrastructure is needed, innovative models for delivery and service provision should be explored. For example, community and social facilities will be an integral part of the proposals at Ladywood and Smithfield. New approaches to the management, operation, and stewardship of community spaces should also be explored, for example partnerships with the private sectors and Business Improvement Districts to reduce the pressure on public sector resources as can be seen within the Paradise development.

Green Infrastructure

Green infrastructure will be a planned, adaptable network of green spaces and routes which can provide a healthy and rich environment. The Bold Proposals include site specific projects, including proposals for the River Rea, an improved Highgate Park, elements of Heartlands Eco Town and suggested mechanisms for delivery. Wherever possible the natural drainage of surface water from new developments will be managed as close to its source as possible, through onsite provision of green infrastructure and adherence to Flood Risk Management Schemes. These will include features such as green/ blue /brown roofs, swales, and rainwater gardens which are well suited to urban mixed-use neighbourhoods. Greenways will help connect the green and blue web, improve



Fig 119. Birmingham Energy Innovation Centre

street character, air quality, promote health and wellbeing and improve visitor and resident experience. The ongoing maintenance and management of green spaces needs to be considered and opportunities for community stewardship should be explored where appropriate.

The key for all proposals will be to knit together the proposals in the Framework with existing and emerging strategies, frameworks and Area Action Plans for the promotion of healthy lifestyles and nature recovery, tying into the city's Biophilic City status and associated masterplans and interventions. This will be achieved through "biophilic design" (integrating nature into the built environment) that promotes "biophilia" (a desire to interact with nature) and aspiring toward the Green Standard in all city centre development.

Community involvement and stewardship will be critical to help deliver these benefits, which will include better proximity, access and interactivity with nature in leisure time and through learning opportunities.

Route to Net Zero

The Bold Proposals and schemes within the OFC will support the transition towards net zero and this will be supported through a range of measures, which

include improving the energy performance of existing housing stock, ensuring that new developments meet practice best building design, encouraging the adoption of renewable energy, and increasing the quantity of heat supplied by heat networks in the city centre. The carbon impact of developments throughout their lifecycle can be minimised by taking a whole life carbon approach to design and development that considers passive design, embodied carbon, energy generation and storage, plus opportunities for reuse of materials.

Alongside reducing energy demand and increasing the use of renewable energy, developments will be expected to embrace features which promote climate resilience and adaptability, recognising that areas of the city centre are vulnerable to a range of climate risks, including flooding and overheating, as identified in Birmingham's climate risks and vulnerabilities mapping. Appropriate measures to mitigate the impact of these risks include ensuring that developments are well designed (e.g., designing developments to minimise energy demand and overheating risks – whilst supporting long term affordability), utilising urban tree planting to provide shading and cooling, and improving riparian environments along water courses to reduce flooding (e.g., along the River Rea).



Fig 120. Tree lined streets in Westside

The Clean Air Zone, other planned transport interventions and improved digital connectivity will reduce the need to travel by car. The Framework not only reshapes the city to promote more active travel, but also increases the availability and adoption of decarbonised travel options for citizens, including expanded Metro lines, SPRINT bus routes, train stations and cycle provision. These interventions will increase citizen mobility, tackle inequality and deliver a range of other co-benefits which will improve the comfort, health and wellbeing of residents, improving the city's liveability and its resilience to climate change, whilst supporting the transition to net zero.

Digital Infrastructure

This workstream should identify and implement a series of initiatives including: full fibre infrastructure to be delivered through new development; improved public access digital infrastructure; and the introduction of digital applications which enable people to make the most of their local environment and services. The Council's recently launched Digital Strategy is about creating a truly digital Council to serve our citizens and businesses better. This means using digital thinking and digital tools to support the council's outcomes, addressing inequalities, and striving for continuous improvement. The



Fig 122. Digbeth High Street public realm Improvements underway

strategy will help shape and deliver proposals within this framework alongside collaboration with the 5G accelerator and other public sector partners such as the WMCA.

Local Economic Development and Capturing Social Value

Social value and achieving community benefits focuses on how development can improve the economic, social and environmental wellbeing of an area. To maximise benefits the Framework sets out how we will invest in neighbourhoods, buildings, and transport to provide better places to live, work and play, and enable businesses to prosper. We want Birmingham to be a sustainable city of vibrant culture, flourishing neighbourhoods with good quality housing. A city with clean air, safe and clean streets, and green spaces.

The Birmingham Business Charter for Social Responsibility is a set of guiding themes to which the council adheres and is a visible and recognisable sign of it's commitment to the local economy and its communities. The Social Value outcomes sought reflect the policy priorities of the council. Improved partnerships with the private, voluntary and other public sector organisations alongside seeking alignment with their toolkits, will be key enablers to



Fig 121. One Eastside development over the Aston University Campus

deliver these outcomes. Where the council is investing in projects identified through the Framework it will ensure that contractors and partners will make the appropriate investment in delivering social value benefits for our city. This also extends into our role as the local planning authority where we will secure social benefits in areas such as employment support to help deliver inclusive growth for our residents.

Alongside this we will support the private sector in creating accessible job opportunities for Birmingham residents through our Employment Access Team, which will include targets linked to planning approvals. We will also work with the West Midlands Combined Authority to maximise the opportunity to support employment and skills created through the £515m UK Shared Prosperity.

Cultural Action Areas

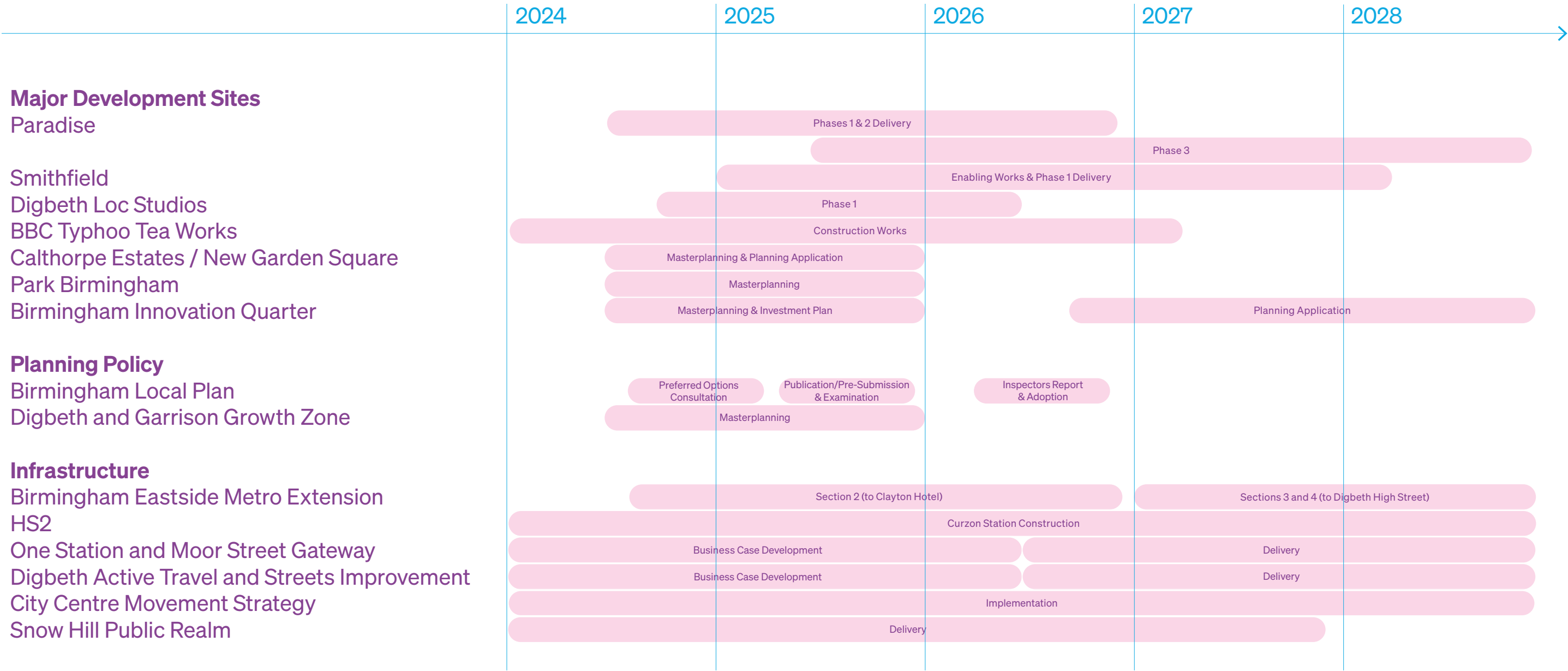
Cultural Action Areas (CAA) are flexible, hyper-local, place-based interventions aimed at empowering local people to tackle challenges in their communities through cultural investments and developing strong local leadership and collaboration around shared visions, ensuring that the programme benefits last beyond the initial funding.

The current £1.6m CAA programme is based on a two-year pilot run by Greater Birmingham and Solihull Local Enterprise Partnership from 2020 to 2022. During this period, seven cultural areas were run across Birmingham spending around £70,000 each. Various activities were established and tested, including:

- Piloting new festivals, markets and other activities to increase footfall and business activity;
- Reconfiguring the use of retail spaces to establish community hubs;
- Re-routing traffic to increase participation at events and improve the use of public spaces;
- Providing access to volunteering and skills development opportunities, particularly for young people or those more isolated and vulnerable;
- Improving collaboration between cultural, business and community organisations to maximise the cultural, community and business offer locally.

The evaluation of this pilot shows that Cultural Action Areas can be a successful way to deliver lasting improvements for the benefit of residents, visitors, businesses, and community groups.

PHASE 1 INVESTMENT STRATEGY



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The sketches and Computer Generated
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