Rea Valley Urban Quarter SPD Delivery Plan

Part 4: Delivery Roadmap

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EXECUTIVE SUMMARY

Birmingham City Council (BCC) are leading the radical regeneration of its city, shaped through Our Future City Plan (OFCP) as a green, liveable, equitable and distinctive city. The city's heart has been transformed through investment in Paradise Circus, and other major developments such as Smithfield will grow the city centre in a sustainable direction alongside HS2 and investment in other major infrastructure, accelerating Birmingham towards a net zero future.

The Rea Valley Urban Quarter (RVUQ) has an opportunity to grow alongside a major part of the city's future green/blue infrastructure network. A collaborative approach is needed to get best results and deliver the ambitions of BCC's SPD document as further extension of the city centre. This should be an exemplar scheme in terms of OFC's vision for a city of centres, growth for all, nature, layers, connections, knowledge and innovation, as well as how the masterplan is delivered collaboratively.

Delivering Birmingham's vision for the RVUQ will require careful consideration and choreography of the roles and responsibilities of different public sector actors alongside the private the sector. BCC hold the key role as integrator and catalyst, to take an active role in delivery through collaboration, identification of key sites, funding opportunities and delivery of quality of place, sustainability and social value. The purpose of this delivery roadmap is to support BCC in setting out the time frame for various influential activities to happen in the city, establish a series of principles that can help set the structure for delivery that can be used to consult with major stakeholders, preparing the way for delivery. We have summarised at a high level the full spectrum of considerations to overcome the current challenges:

- Policy Requirements: A multi-agency Design Code to enshrine key infrastructure including the re-naturalisation of the river, to feed into the local plan review
- Collaborative approach to engagement with landowners and other key stakeholders including a multi-party steering group.
- Phasing considerations as a future strategy to locate key infrastructure and understand when and where it will come forward during the development's lifespan in relation to the city's ongoing needs.
- Options available to the Council for land assembly to ensure comprehensive development, with a special emphasis on the methodology, and key challenges associated with each option.
- Key considerations for business relocation and steps required to devise a detailed relocation strategy and develop a business relocation charter.
- Spectrum of funding opportunities available through various sources, to support delivery and maintenance of a wide range of infrastructure assets across multiple sectors, including transport, land-use/property, social/community infrastructure and blue/green infrastructure

We also include case studies to reference where certain aspects of our recommendations have been delivered elsewhere. This document marks the culmination of a 5-month process, where we have worked collaboratively with BCC to define the risks and opportunities, as well as holding a workshop with a broad range of stakeholders. Our conclusion recommends a series of further, more detailed studies and strategies to elaborate on the principles established here.

01. Introduction

1.1. Area of Change

Birmingham's city scape is witnessing a period of unprecedented and dramatic transformation, heightening its appeal as a desirable place to invest, live and work.

Enabled by major transport led developments like the HS2, metro extensions, and catalysed by strategic interventions in the city centre, the city's map is currently dotted with ambitious plans for large scale regeneration in Smithfield, Digbeth, Eastside, Snow Hill, and many other growing parts of the city. A host of recent schemes and interventions across sectors and scales are making it a magnet for further investment and growth (see roadmap on the next page). These include city wide schemes like the Clean Air Zones measures, plans for new and improved connectivity, enhanced blue and green infrastructure, proposals for innovation quarters and mix-use regeneration schemes.

However, like any major city, Birmingham is fraught with complex challenges arising from climate change, a rapid digital revolution, economic recovery and changing patterns of living and working. With renewed focus on regeneration, bold efforts are being made at the strategic policy level to facilitate development and promote economic, social, and environmental sustainability. The OFC (Our Future City) plan is being developed (will be adopted as Central Birmingham Framework) alongside a revised BLP (Birmingham Local Plan), which is due to be adopted in 2023 and 2026 respectively. These city level plans will be key for informing future transformation, guiding developers and investors, setting standards, and aligning ambitions for city making.

While significant progress has been made in the last decade, the next 20 years represent an unparalleled period of opportunity for investment and action in the city. Capitalising on the level of interest and investment, and building on the growing momentum for renewal, RVUQ has the opportunity to set benchmarks not just as a destination but equally as a process of collaborative placemaking.

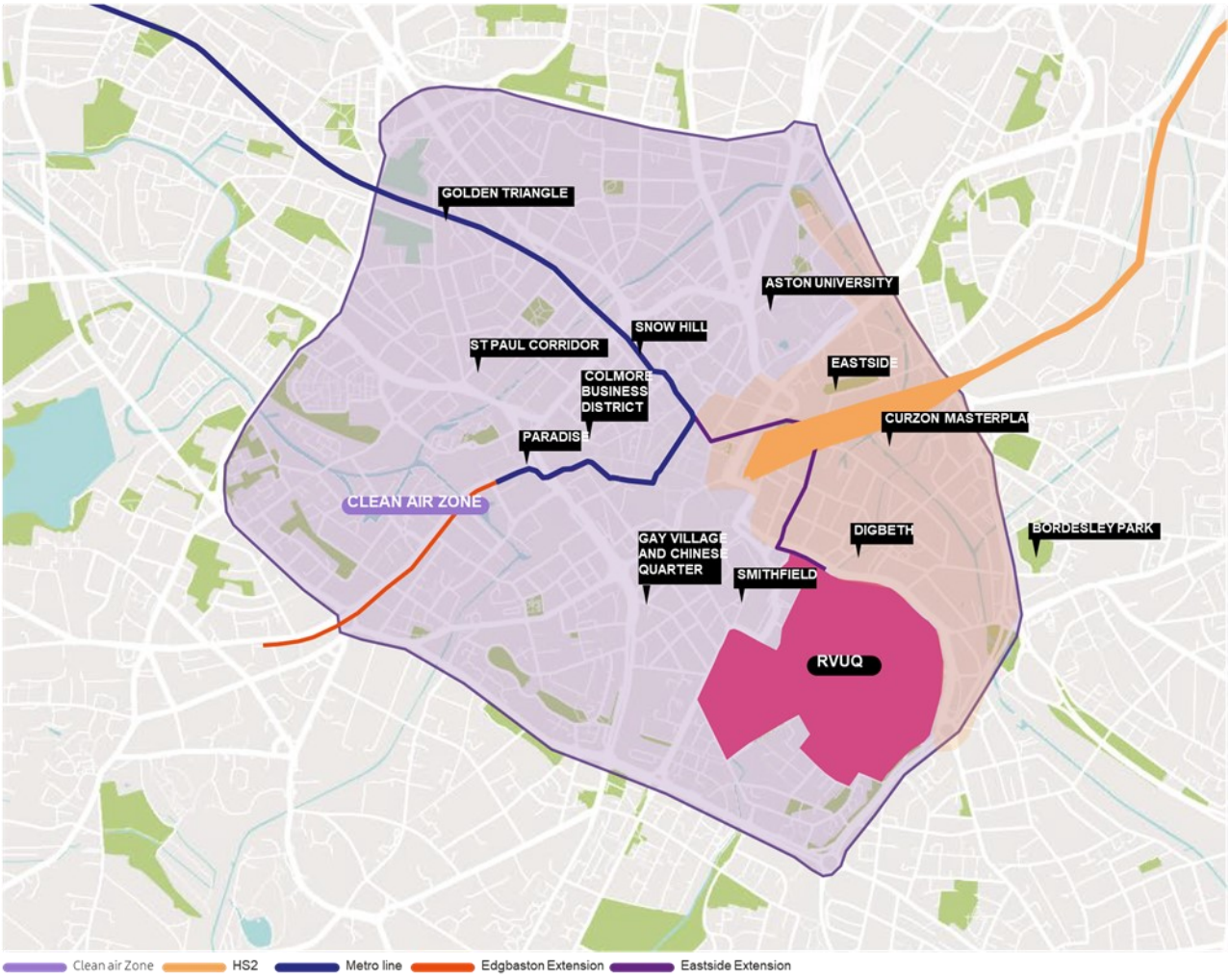
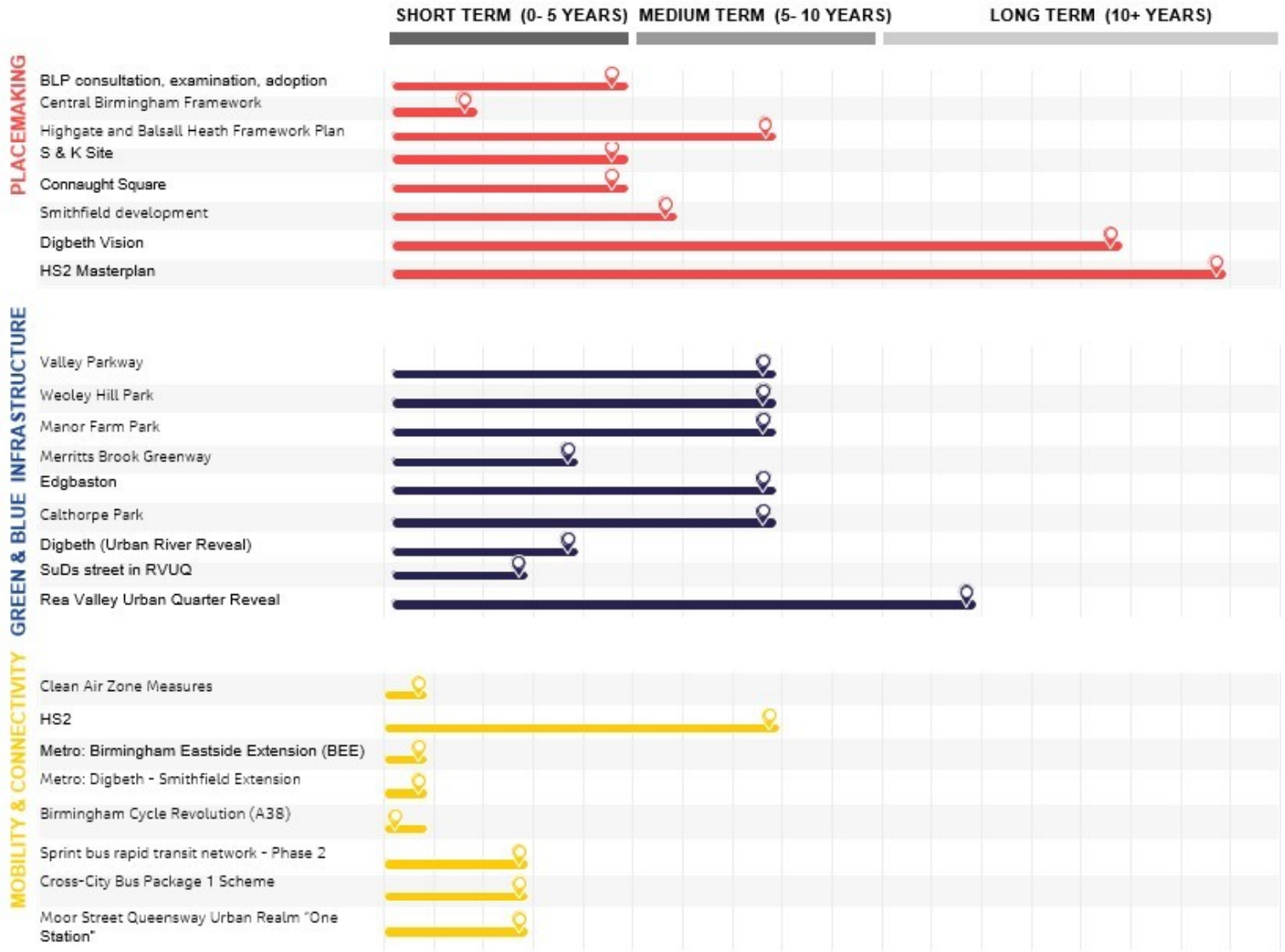


Figure 1 Rea Valley UQ in Birmingham City Centre

From action at the strategic policy and planning level to large scale interventions like regeneration masterplans, transit links and development of blue and green infrastructure, it is evident that there is a lot of interest and investment in the wider region surrounding RVUQ. Situated within the ecosystem of opportunities, these large-scale interventions will add value to RVUQ, thereby attracting more investment in the medium and long term, making the development more viable and lucrative.

The roadmap (Figure x) captures some of the major projects and plans in the wider City Centre region. This also includes some medium- and long-term schemes outlined in the River Rea Landscape Vision, prepared by the EA, Arup and Gillespies (2021). These interventions are integral to instituting flood resilience through a catchment wide approach for River Rea, which lies at the heart of RVUQ. As developments are coming forward, we have the opportunity to integrate it, and establish strong links with existing frameworks and interventions, while capitalising on the growing interest in the wider region.


SHORT TERM (0- 5 YEARS)
MEDIUM TERM (5- 10 YEARS)
LONG TERM (10+ YEARS)
PLACEMAKING
BLP consultation, examination, adoption
Central Birmingham Framework
Highgate and Balsall Heath Framework Plan
S & K Site
Connaught Square
Smithfield development
Digbeth Vision
HS2 Masterplan
GREEN & BLUE INFRASTRUCTURE
Valley Parkway
Weoley Hill Park
Manor Farm Park
Merritts Brook Greenway
Edgbaston
Calthorpe Park
Digbeth (Urban River Reveal)
SuDs street in RVUQ
Rea Valley Urban Quarter Reveal
MOBILITY & CONNECTIVITY
Clean Air Zone Measures
HS2
Metro: Birmingham Eastside Extension (BEE)
Metro: Digbeth - Smithfield Extension
Birmingham Cycle Revolution (A38)
Sprint bus rapid transit network - Phase 2
Cross-City Bus Package 1 Scheme
Moor Street Queensway Urban Realm "One Station"

1.2. Delivery Roadmap – Purpose and Principles

Purpose of this report

- The purpose of this delivery roadmap is to set out a series of principles and methodologies that can facilitate the framework for delivery and can be used to consult with major stakeholders and set the scene for delivery.
- Considering the current policy landscape, with the ongoing review and consultation processes for the BLP and the OFC, this is an opportune moment to firmly embed the principles, and recommendations into policy and planning. The localised suggestions and methodologies, outlined in the roadmap can inform the review, thereby setting the structure and foundation for implementation and delivery of ongoing and future developments in the wider region.
- RVUQ has the opportunity to be an exemplar scheme in terms of collaboration, quality of place, sustainability, thereby serving as a benchmark for future developments to follow. Acting as the pilot project for testing and demonstrating key principles and frameworks, RVUQ can pave the way for masterplanning and infrastructure delivery in the area.
- Building on the vision of the SPD, the high-level recommendations in this report, are a contextual response considering –local challenges, ongoing programmes and opportunities, along with interests and responsibilities of different actors (detailed in the Baseline Analysis report). The suggestions and methodologies also draw inspiration from other projects where similar ideas were delivered successfully.
- A key focus of the recommendations is a collaborative approach between the public, private and local actors, across scales and phases of the development. Given the scale and time frame of the programme, working with multiple partners and following a balance of bottom-up and top-down approach of city making is vital for fulfilling the aspirations set out in the vision.
- Under each framework, the role of Birmingham City Council has been given special emphasis, as BCC hold the key role as a facilitator, to take an active role in delivery of the programme and the vision.
- The roadmap touches upon various aspects of delivery including – design codes, stakeholder engagement, phasing, land assembly and funding. More importantly, it highlights the relevance of developing these frameworks in parallel and informed by each other, throughout the various stages of the programme.
- The document concludes with recommendations for further studies to elaborate on the principles established here, and develop detailed strategies

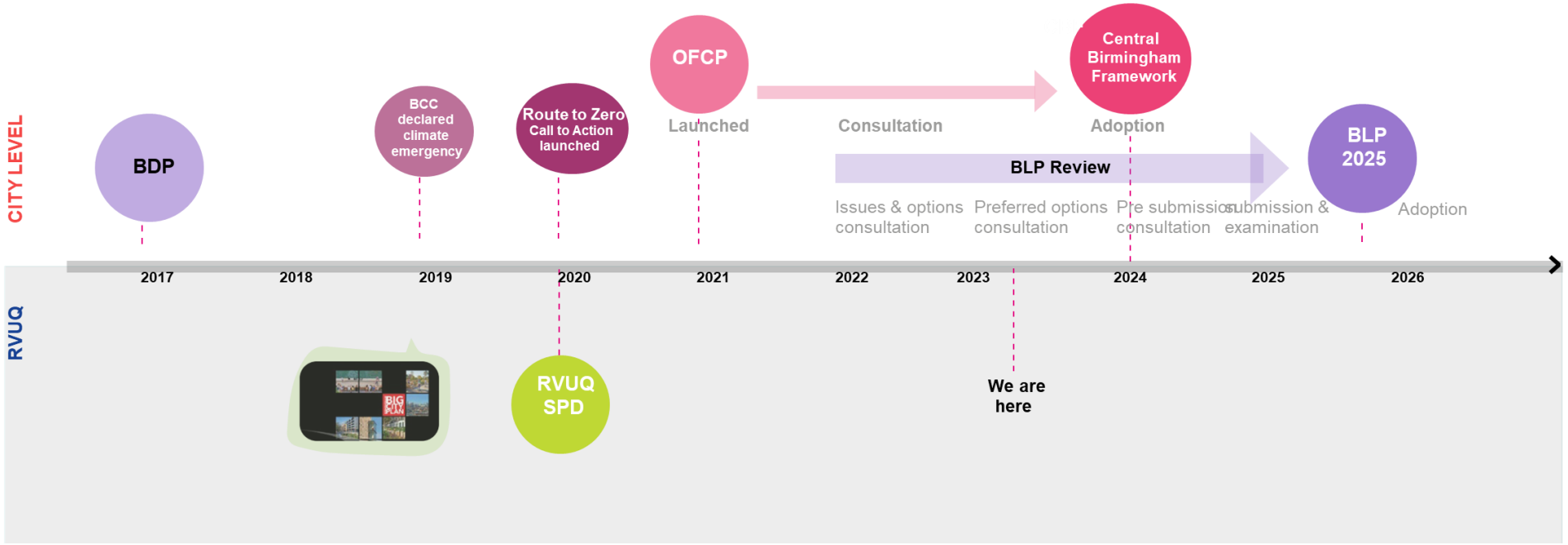


Figure 2: Relevance of the Delivery Roadmap within the current policy landscape

1.3. Delivery Roadmap – Structure and Methodology

Baseline analysis

ESG (Environmental, Social and Governance) is used today by investors when appraising an opportunity, and as such each theme forms a useful lens to identify and assess the full breadth of constraints and opportunities, looking to identify synergies for sustainable, integrated interventions over short, medium and long-term periods. These three lenses were used initially as an enabler to work with BCC to map out the challenges and opportunities in the

delivery of the SPD from various perspectives. They are also a step towards capturing measurements and relevant indicators that could translate to an ESG framework.

A mural board was prepared to summarise and discuss the preliminary findings and prioritise topics to be discussed on the workshop. The ideas in the virtual discussion board were grouped under the following themes under each of the pillars – Environmental, Social and Governance:

- Landscape and Urban Design
- Land Assembly
- Town Planning
- Environment and Ecology
- Water Management
- Stakeholder Engagement
- Funding and Finance
- Mobility

We also grouped precedent examples taken from discussions with BCC as reference points on how other cities globally are tackling the same challenges.

Stakeholder Engagement Workshop

An interactive workshop with agreed stakeholders/core partners and the client team was held online on Wednesday 12th October 2022. The aim of the workshop was to engage with a wider audience on the preliminary findings of the desktop review that has been carried out by Jacobs and to build upon the significant engagement that has already been undertaken. The workshop would also help to focus development of the delivery plan whilst ensuring that the driving themes and principles continue to be recognised.

Attendees of the workshop were made up of the following key stakeholders/core partners:

- Birmingham City Council (BCC)
- Arcadis
- Canal & River Trust
- Severn Trent
- Transport for West Midlands
- West Midlands Combined Authority
- Glancy Nicholls Architects
- Environment Agency

Building on the three key principles of the SPD – Design, Connectivity and Resilience, and the discussion points from the baseline analysis, the following three themes were identified for discussion in breakout rooms during the workshop:

- Green and blue infrastructure
- Mobility and connectivity
- Placemaking and social infrastructure

As the topics of funding, governance, stakeholder engagement and phasing were cutting across and key to all the above themes, it was decided that a focused session on the same would form a part of each breakout room discussion.

The engagement work was key to informing the overall recommendations and strategies that from a part of this report.

Mapping

A series of interactive maps were produced using ArcGIS, to illustrate the main ideas from the Baseline Analysis, under the following themes:

- Land use, Land Ownership and Business
- Blue and Green Infrastructure
- Access, Mobility and Connectivity
- Social Infrastructure and Heritage Assets

Framework and Action Plan for Effective Water Management

A detailed document was prepared outlining a series of opportunities and action points for the successful implementation of a water management strategy for the RVUQ. The focus of the report was the Big Moves of the SPD, ensuring that the RVUQ is resilient to future climate change through an integrated network of SuDS, and the re-naturalising of the River Rea. The report outlined the need for further engagement as part of the River Rea Partnership for all statutory consultees, but also that there needs to be more adherence to the vision through the planning process, as laid out in the SPD. Doing so will ensure not only a more naturalised water course that offers increased amenity and social benefits but provide the climate resilience to future flood risk that is required for the RVUQ. The delivery of the RVUQ will help be a catalyst for future change across the city, building on the work currently being done by the LLFA to change the philosophy for urban development to a more sustainable approach to managing water.

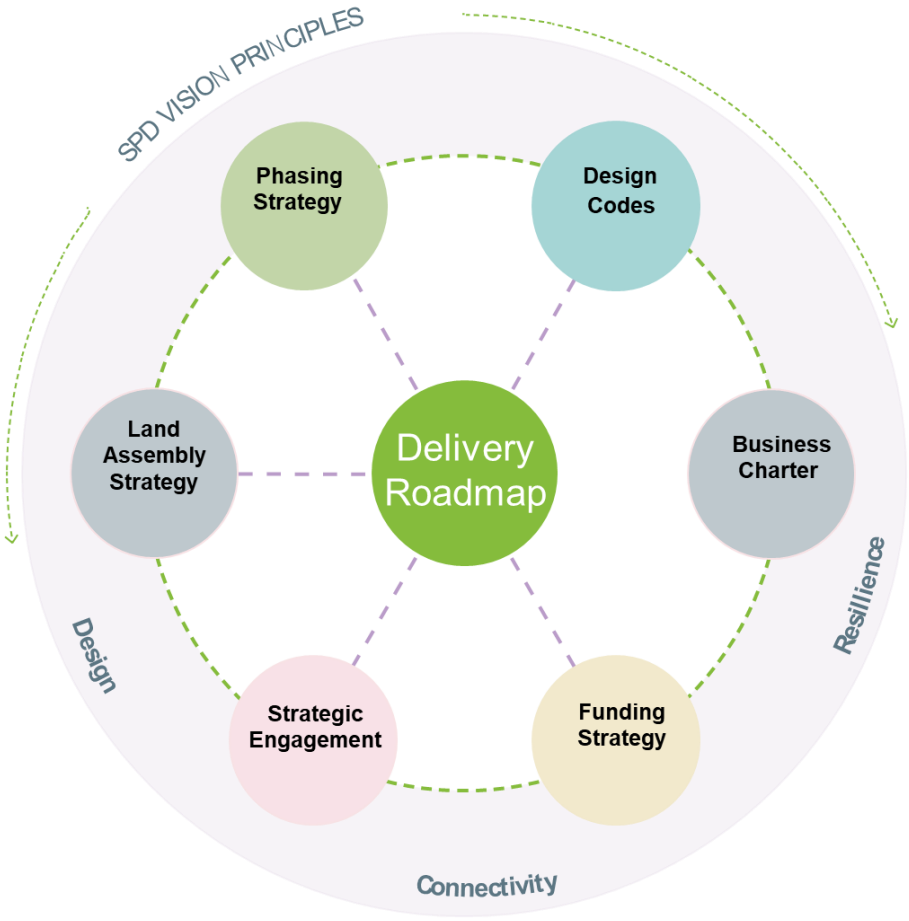


Figure 3: Delivery Roadmap Pillars

SPD Vision

Intended as a guide to inform planning applications, the RVUQ SPD sets out the site's history and context, it's relationship with policy, in particular the BLP's Southern Gateway', specifying how the primarily industrial area should be transformed into a vibrant, mixed use part of the city centre. A series of big moves seek to deliver the masterplan's principles:

- Transforming the River Rea into a unique natural public space
- The Park Link – the city's first SUDS street
- St David's Place – a vibrant walkable mixed use neighbourhood
- Cheapside – transitioning from industrial to mixed use
- Highgate Park neighbourhood as destination green space surrounded by family housing

Figure 4: SPD Vision

Challenges

Development in RUVQ is already coming forward, and planning applications for specific sites within the red line boundary are underway. As different sites are being brought forward by multiple actors, in a phased manner, it raises wider challenges in relation to conceiving comprehensive delivery and realising the vision more broadly. Some key issues are-

- Challenges associated with adherence to plans for river naturalization and development of the wider blue and green infrastructure network, as defined by the SPD vision. Multiple riparian landowners add to the complexity of aligning interests and fulfilling the vision.
- Presence of large businesses on site and challenges associated with their relocation
- Adequate provision of quality social infrastructure especially considering the projected increase in residential population in RVUQ and the neighbouring developments

Five distinct neighbourhoods

The SPD sets out 5 neighbourhoods within the RVUQ and any delivery roadmap should have these central to it alongside the SPD's big moves. As key catalytic sites, meanwhile projects, key infrastructure and further planning applications come forward, the emergence of each character area will need to be considered.

The frontage to the High Street will contribute to its ongoing transformation as well as benefiting from investment in its infrastructure and connections into the city.

Cheapside will require the most dramatic transformation, as a plan will need to be drawn up for the relocation of many industrial businesses as well as the re-naturalisation of the river. Some historic buildings can provide a focus and celebrate the area's rich heritage.

St David's Place straddles the Rea channel and is a further opportunity to bring the river back to life. It will require better connectivity in all directions and will need to include links across the river to allow the RVUQ to link into the city centre.

Highgate Park has the potential to be an anchor for the masterplan, as an established residential neighbourhood that will undergo regeneration and includes existing green and community infrastructure.

Moseley Road also includes community infrastructure, residential uses as well as heritage assets as existing character to build upon.

The plan is for a significant injection of new uses and in particular potentially 5000 new homes, but the careful phasing and evolution of the masterplan will need to consider these character areas and ensure that each has a distinctive character.

Figure 6: Five distinct neighbourhoods in RVUQ as defined by the SPD vision

Existing land use

Existing uses have been mapped out (in Figure 7) and there is a clear dominance of commercial and industrial use in RVUQ. Transitioning from an industrial legacy into a vibrant mixed-use development is thus a key challenge for realising the vision. The local plan review will also look at land use designation to support this transition and the vision. There is potential to integrate local employment alongside new city centre living by transforming this into an attractive residential neighbourhood while respecting its unique character, with appropriate ground floor uses, as outlined in the SPD vision.

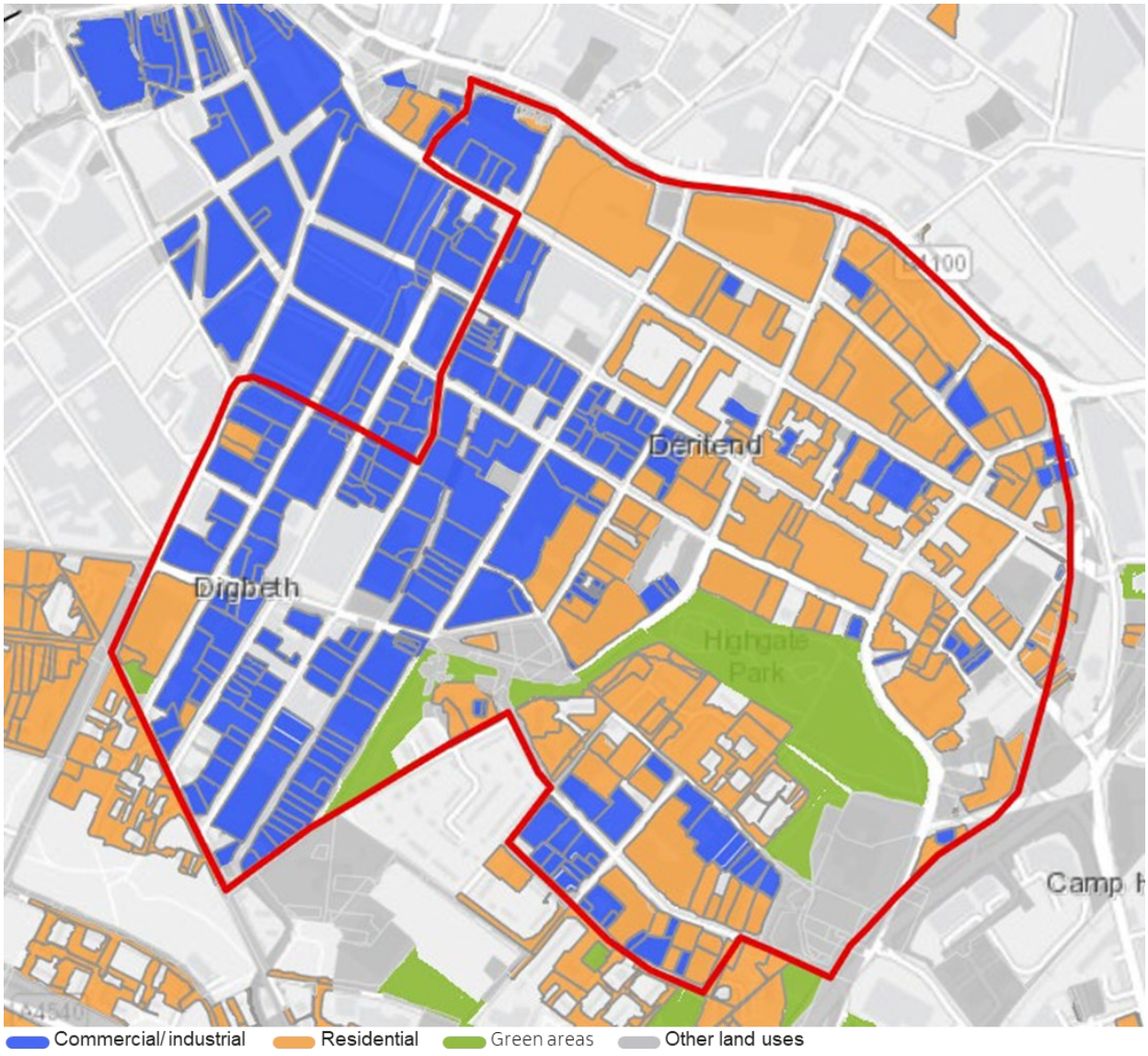


Figure 7: Existing land use in RVUQ

02. Recommendations

2.1. Delivery Framework

Introduction to Delivery Framework

The diagram below (Figure 8) illustrates the integrated framework required for delivery of the SPD vision. The purpose of this roadmap is to set out a series of principles and methodologies that can facilitate the framework for delivery and can be used to consult with major stakeholders and set the scene for delivery.

The transition from an industrial to a sustainable mixed use neighbourhood in the next 20 years would require a multi-disciplinary approach at various levels, guided by strategic policy direction

As evident from the interconnections in the framework diagram, most recommendations would be meaningful when acted upon as a parallel process, and not in isolation.

For example - land assembly strategy needs to have close links with the phasing strategy and delivery plan. Similarly, even though the funding strategy has been detailed separately, in principle it is deeply interlinked and associated with phasing strategy, land assembly and the negotiations sought through stakeholder engagement with statutory consultees and landowners.

Owing to the unique challenges in the area with regards to disparate land ownership and presence of a large number of local businesses, special emphasis has been given to developing local strategies and formulating frameworks like business charters, to address these challenges.

The following pages dive deeper into the principles, themes and methodologies for the following strategies:

1. Design Codes
2. Stakeholder Engagement Plan
3. Phasing Strategy
4. Land Assembly Strategy (summary)
5. Business Relocation Strategy (summary)
6. Funding Strategy (summary)
7. Micro Projects

Note that some strategies have been included only as summaries – Funding, Land Assembly and Business relocation. For more details on the same, please refer to the appended reports.

A delivery roadmap in the end summarises some high level ideas for short, medium and long term interventions, and actions. The same has been grouped under the following themes, and illustrated for the five distinct neighbourhoods.

- Placemaking
- Blue and Green Connectivity
- Mobility and Connectivity

The recommendations made at this stage are high level and would need to be supported by more detailed technical studies and analysis, which are listed out in the specific sections.

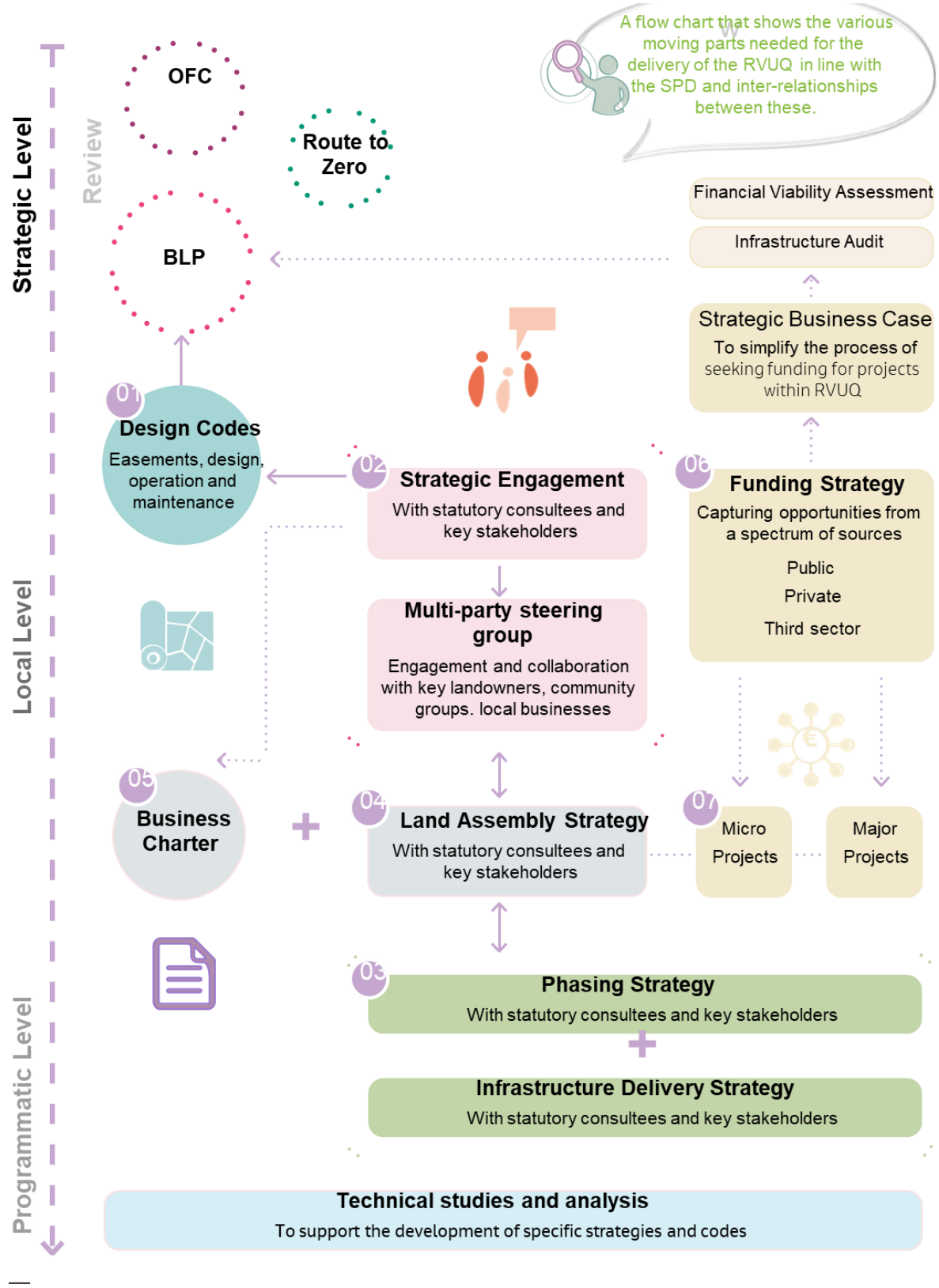


Figure 8 Delivery Framework

2.2. Design Codes

Design Code Objectives

Design codes specific to the context of Rea Valley could be developed, in collaboration with key stakeholders. to ensure delivery of quality blue and green infrastructure and embed placemaking principles as the development comes forward. These can build upon the previous work in the SPD as well as the River Rea Landscape Vision produced by Gillespies, Arup and the EA, as these will aid the delivery of the Big moves, and the wider aspirations set out in the SPD. These codes will also inform the ingoing BLP review process, which will include considerations around future allocations of land uses and infrastructure provisions as well. As these codes will inform the BLP, they will serve as crucial frameworks for enforcing the delivery of infrastructure that is vital to the overall masterplan and its contribution to the wider city's growth. This will include guidelines for active frontages and other features of the SPD as well as streets, services, public realm and community infrastructure and in particular the following more detailed elements in relation to sustainable management of green and blue infrastructure and the re-naturalisation of the river.

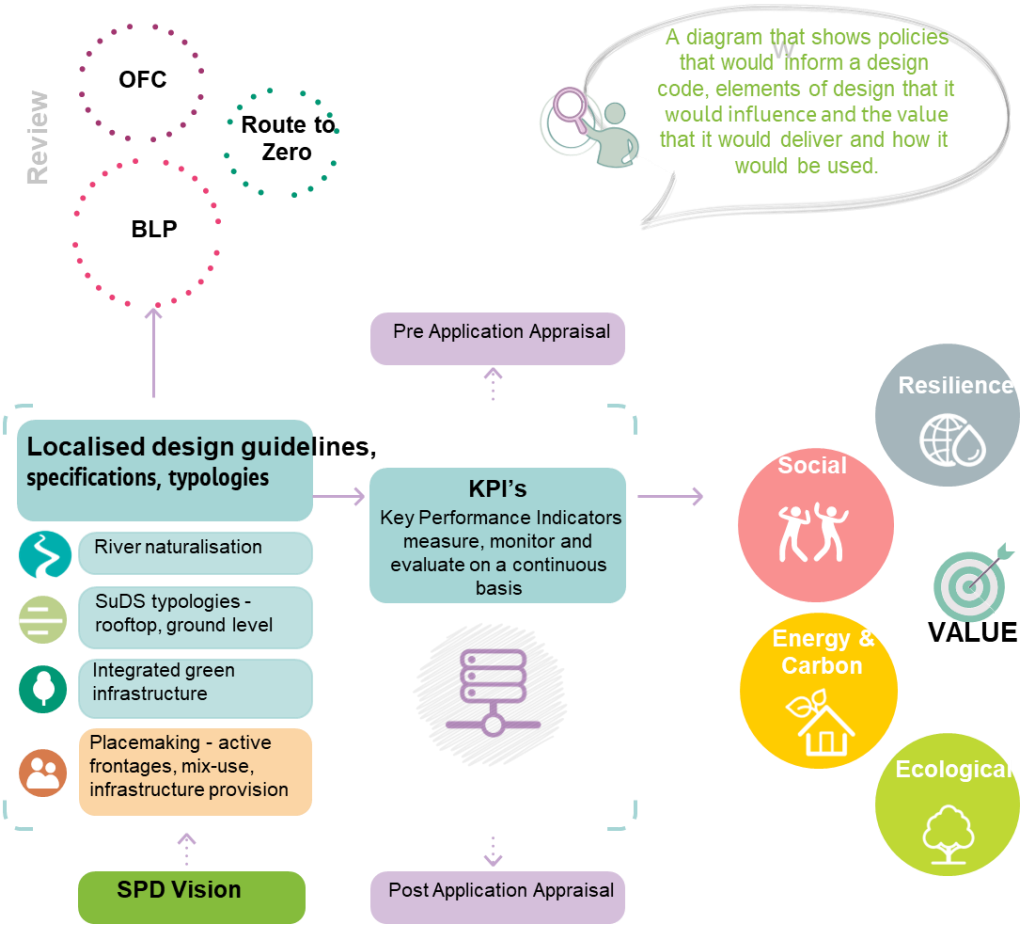


Figure 9 Design Codes

Naturalisation of the River Rea

One of the catalyst for realising the vision of the SPD is the transformation of the River Rea into a into a unique natural public space, creating an open corridor to promote leisure, active travel and engagement with the river. RVUQ SPD recommends a 35m blue-green corridor,

to ensure not only a more naturalised water course that offers increased amenity and social benefits, but provide the climate resilience to future flood risk.

Surface water management using SUDS

Water sensitive design is a key component of the RVUQ and is crucial to ensuring the sustainable management of surface water using SuDS, which is part of the SPD Big Moves; Park Link and Highgate Park neighbourhood. It also forms part of the wider Birmingham 'Route to Zero' initiative. Therefore, design codes that state a minimum standard of run-off need to be provided to ensure consistency across all developments. Defining rooftop (e.g. blue/green roofs) and ground level (e.g. permeable paving, rain gardens, water butts, bio-retention, tree pits) SuDS typologies, holding water at source and at height, as part of a linked network, is critical to deliver the overall vision. The scale of the redevelopment in the RVUQ offers a unique opportunity to provide considerable disconnection from the sewer network by using SuDS, creating an exemplar case study of sustainable surface water management. Furthermore, given the pressure on the sewer network, upgrading infrastructure in the RVUQ to manage water at source, and reduce runoff will reduce surface water flooding and CSO spills

Integrated blue and green infrastructure, catchment based planning

One of the Big Moves identified in the SPD is for the creation of a Park Link between Smithfield to Highgate Park, which together will provide a significant new green space in this part of the city, as well as a major active travel corridor between Smithfield and the inner city Neighbourhoods to the south such as Balsall Heath and Moseley Street. The re-naturalisation of the River Rea will also provide a connected green space for active transport around the catchment. Specific consideration for green infrastructure projects within the RVUQ, such as how the Moseley SuDS street interacts with work at Highgate Park is required. This will help support the long-term success of an integrated blue and green network, and ultimately, the sustainable management of surface water.

Design Code Principles

Locally responsive design codes to inform the BLP review

Building on the BLP Policies TP2, TP6 and TP7, the localised Design Codes for the RVUQ should link back to the development principles of resilience, design and connectivity, as highlighted in the SPD vision. Whilst these codes will be specific to the RVUQ and the SPD, they should also inform the ongoing BLP review and wider opportunities for catchment flood measures. The codes along with SoCG (Statements of common ground) need to be developed in partnership with the statutory consultees, and by engaging with relevant stakeholders in the early decision-making process, to advise developers of the shared requirements for new developments. More details regarding what the SoCG should include can be found in a separate report - Framework and Action Plan for Effective Water Management (Delivery Plan Part 3)

Implementation and monitoring

A series of Key Performance Indicators (KPIs) throughout the project should be identified as a part of developing the Design codes, to monitor the progress of developments, ensuring that they remain on target. As part of the pre application discussions and when developing future design guidance, a quantitative appraisal tool should be provided which references the SoCG, necessary guidance documents and design codes. It would be designed to assist BCC and developers in assessing the suitability of SuDS provision within small scale

development proposals, building upon the UK SuDS tool. It is recommended that such a system ties in asset information and ownership details, alongside maintenance responsibilities from the Environment Agency. The system would be used by the SuDS Advisory Board (SAB), who can use the tool to ensure that the flood risk requirements for SuDS are met by developers, and then provide subsequent feedback on applications in a consistent manner.

The pre-application appraisal should focus on the Big Moves of the SPD, ensuring that appropriate easements around the River Rea are provided, in line with “The River Rea Landscape Vision” (Environment Agency, Arup - Gillespies 2021) and the RVUQ SPD. Furthermore, appropriate SuDS will need to be incorporated to ensure resilience to future surface water flooding and reduce the pressure on the existing sewer network, reducing CSO spills.

Benefits management

Aside from the water quantity and quality benefits, SuDS provide additional site values, which can be evidenced in order to strengthen the case for investment for micro and macro scale blue and green infrastructure projects. From a social perspective, green and blue spaces have positive impacts on well-being, which is further enhanced in a traditionally grey urban environment. Furthermore, if appropriately designed, SuDS can be used for active leisure spaces to enhance community engagement in green spaces. From an environmental perspective, SuDS can enhance biodiversity, providing linked ecological networks that enhance the traditional urban environment. Vegetated measures, such as rain gardens, blue-green roofs/walls and tree pits also provide thermal regulation, mitigating the urban heat island effect, which is likely to be exacerbated in a changing climate. Additionally, on-building measures such as blue-green roofs can have an insulation benefit, reducing overall heat loss and potentially saving money on energy costs.

Continued maintenance and adoption

Development of a network of blue and green infrastructure, specially SuDS will require ongoing maintenance, which needs to be understood by those responsible. A management plan will need to be in place to ensure that maintenance is considered and costed, to ensure the long-term financing. Guidance for this can be provided by the LLFA, engaging with national guidance and local construction design.

Need for Continued engagement

Continued engagement with local communities is crucial to ensure the success of small scale SuDs projects, through not only the design and development phase, but throughout the life of the SuDS projects. Engaging the communities directly impacted by different SuDS during the decision-making process will help develop community ownership of different facilities. Furthermore, co-design of SuDS, with local community stakeholders considering multi-functional spaces, where communities can use the SuDS sites for an additional purpose, for example for leisure, generates opportunity for enhanced community and social value.

Links to Land Assembly and Phasing Strategy

The network of blue infrastructure in RVUQ, gives the opportunity for a truly catchment wide integrated water management solution. For the vision to be fully realised, there needs to be links to a suitable phased land assembly strategy and delivery plan for both SuDS, and the River Rea

Sustainability Framework

There is an opportunity to embed a contextualised Sustainability Framework within the KPIs (key performance indicators) of Design code for RVUQ. For the framework to be enforceable through policy requirements, it should align with the themes in Our Future City Plan and encompass Route to Zero objectives. The framework could include criteria and targets relating to not just green and blue infrastructure but equally themes like energy, carbon, waste, transport etc. This would help in achieving the sustainability targets a set out in OFCP and Route to Zero action plan, across all phases of the development.

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Case Example – Meridian Water Environmental Sustainability Strategy (London Borough of Enfield)

Enfield Council recognised that there is a global climate and environmental crisis and in July 2019 declared a climate emergency. As Meridian Water is a flagship development and a major regeneration opportunity for the Borough and wider Lea Valley the ESS was adopted by the council in 2020, establishing a comprehensive suite of sustainability targets to ensure that Meridian Water is an exemplar development. The site wide strategy sets an ambitious vision, with clear objectives and measurable requirements over the short, medium and long term. It is intended to set performance requirements that allow developers and their consultants to determine how best to meet the goals and objectives. The ESS was meant to be adopted by all aspects of the project including masterplanning, infrastructure and utility works, design codes and development proposals, landscape and meanwhile uses. Sitting alongside the masterplan, SPD, and the action plan the aspiration for ESS is to ensure implementation through all phases of the development from design, procurement and construction to post construction management and maintenance.

The framework follows an approach based on Kate Raworth's 'Doughnut Economics' The 3 core pillars across which performance requirements have been established are –

- Carbon positive
- Environment positive
- Zero Carbon and circular economy

Case Example - Meridian Water Environmental Sustainability strategy

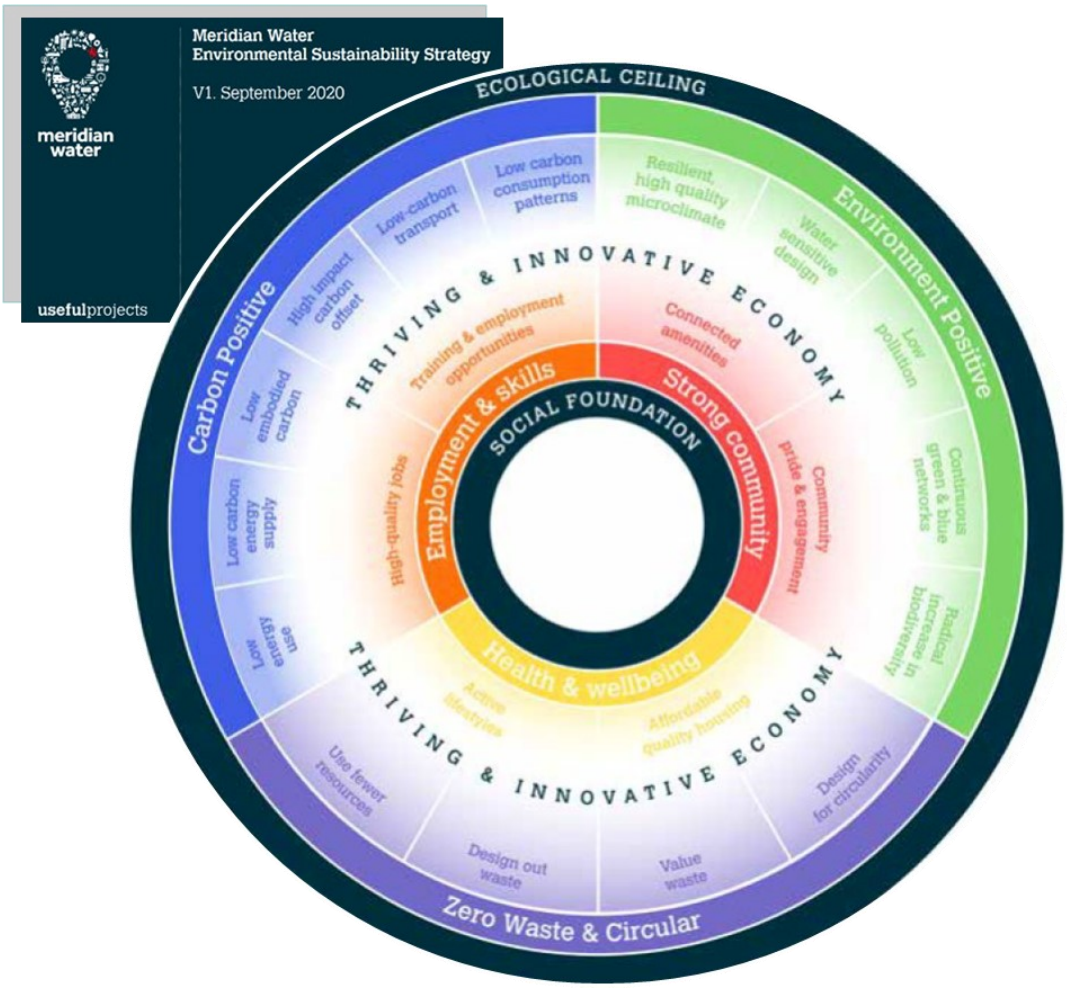


Figure 10 Meridian Case Study Diagram

2.3. Stakeholder Engagement Plan

Stakeholder Plan Principles

In principle, for effective collaboration and inclusive development, the stakeholder engagement plan should be based on a balanced mix of bottom-up and top-down approaches.

The first phase of engagement activities should involve strategic actors and statutory consultees like the Environment Agency, Severn Trent etc. Formulated with the objective of defining the framework for the Design Codes, and identifying key sites for early interventions, this stage is also crucial for informing and making suggestions to the ongoing review process for the BLP and the OFCP.

The second phase can involve wider engagement activities with landowners, businesses, community groups. This stage offers opportunities for establishing collaborations and setting out processes and plans to work together on interventions. Discussions regarding CPO's and other negotiations can also be brokered if working collaboratively is not feasible. The

nature of these interactions should be in line with the broad land assembly approach and strategy, defined by the council.

Considering the scale of the development, the time frames and the breadth of local actors and interests involved, RVUQ presents a great opportunity for co-designing in placemaking. This is especially relevant for micro projects (detailed in section 2.5) that can act as catalysts for the wider development and generate interest and sense of belonging in the society, thereby increasing social value.

Funding (as detailed in section 2.8) is available via a spectrum of opportunities and sources through the public, private and third sector, and would need to be sought through at various scales and stages of the programme. There is also great potential in the intersection of engagement and funding through setting up of joint venture partnerships with key landowners or through special delivery vehicles with strategic partners.

Overall, the engagement plan forms an integral part of the land Assembly, business relocation, phasing, and funding strategy. The negotiations and outcomes from continued engagement will act as the binding force ensuring comprehensive development.

The responsibilities of the statutory planning consultees in Birmingham

Statutory Consultee	Responsibility
Birmingham City Council (LLFA and Birmingham City Council Planning Dept)	Responsibilities for ordinary watercourses, surface water and groundwater flooding. Develop, maintain, apply and monitor a strategy for local flood risk management. Statutory consultee for major planning applications. Contact: LLFA@birmingham.gov.uk
Environment Agency	The management of flood risk from Main Rivers, Reservoirs and the Sea. A statutory consultee for all planning applications in Flood Zone 2 and 3 and applications greater than 1 hectare in Flood Zone 1.
Severn Trent Water	Responsible for public sewers. Where piped drainage becomes part of the general shared infrastructure it is generally adopted as public and becomes the responsibility of Severn Trent Water.
Highways	Responsible for drainage infrastructure and the creation of active transport routes within RVUQ. The majority of overland flow routes occurs within the highways of the RVUQ, and options to mitigate the impacts require the support of this team. Contact: highways.searches@birmingham.gov.uk

Existing Rea Catchment Partnership

Over the past decade the Environment Agency has developed its partnerships with local organisations for delivering flood alleviation schemes, and 'Re imagining the River Rea' is one of the major schemes. With over 2000 properties at risk of flooding in the River Rea catchment, the above organisations have formed a partnership to develop options and explore funding opportunities to reduce flood risk. However, the partnership is currently more catchment focussed, therefore it is recommended that further engagement would better link the direction of the partnership with the RVUQ, to help support the delivery of the overall vision. Reviewing the official charter for the partnership, considering how developments in the RVUQ can be used to leverage funding for flood alleviation schemes elsewhere in the catchment, will help to establish ongoing dialogue between the RVUQ and work being completed as part of the Bourn and Lower Rea project from the Environment Agency.

Opportunity – wider stakeholder group

In order to create design codes that work to benefit the wider city as well as to identify key catalyst sites within each neighbourhood, a co-design process is recommended. Having diverse voices around the table, as well as involving key stakeholders and in particular landowners, is important to delivery of the SPD ambitions, and a collaborative approach is always more efficient, helps to better understand the site and creates better quality places. Trust, clear responsibilities and accountability lead to success and above we have highlighted some likely key stakeholders that could form part of a co-design process.

The delivery of the SPD vision will need buy in as well as funding from a wide range of stakeholders and involving them early on will lessen the risks in delivery as well as widening opportunity. A key heritage asset could be commandeered as base for the project and a series of workshops planned to devise a stakeholder strategy, followed by in-depth meetings that focus on key aspects of delivery and design.

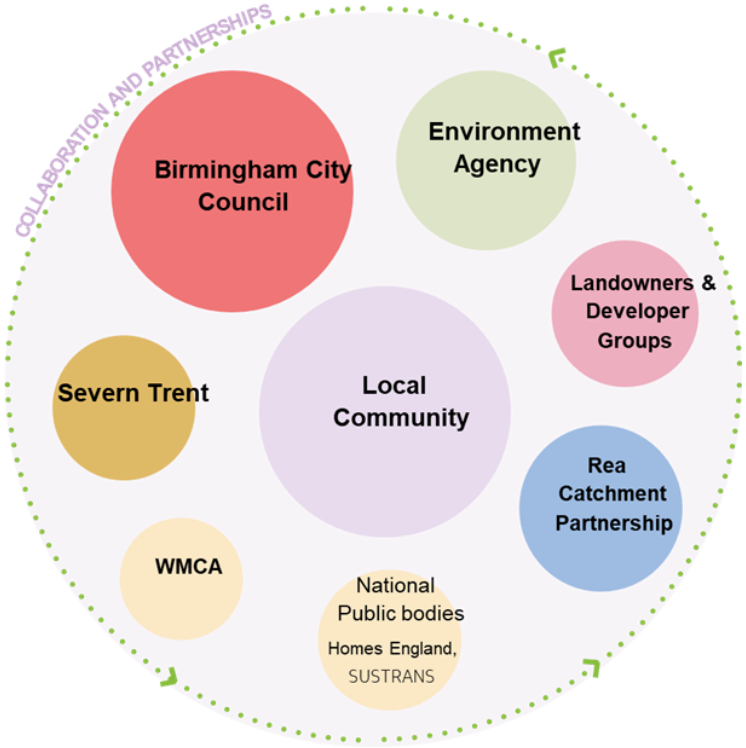
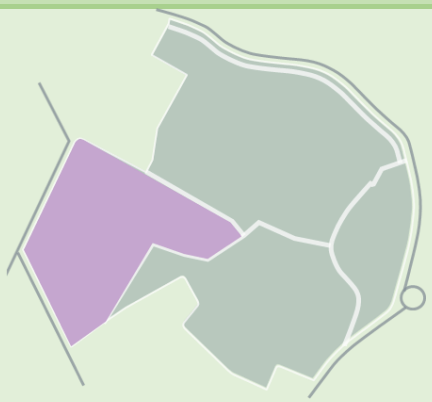


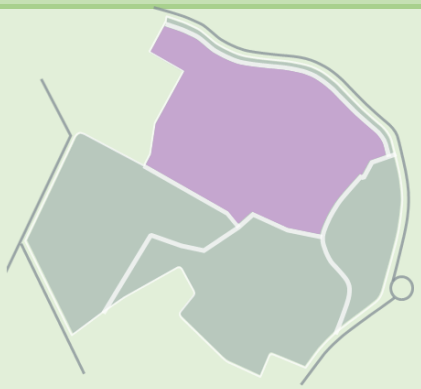
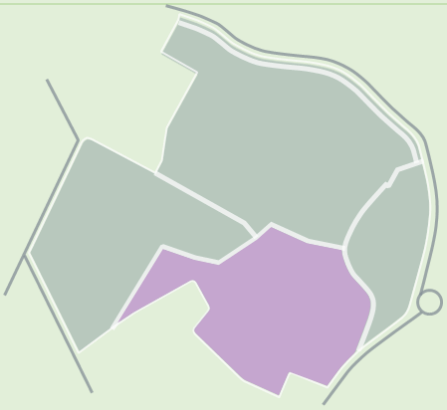
Figure 11 Wider Stakeholder Group

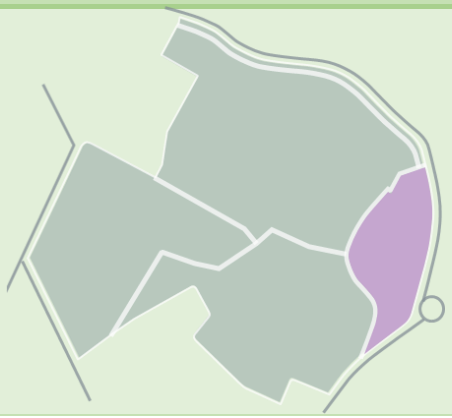
2.4. Phasing Strategy

Illustrative Phasing

This page illustrates a high- level, indicative phasing plan considering the existing planning applications and the challenges in different neighbourhoods within RVUQ, as analysed in the Baseline report. It should be noted that this is based on assumptions and more specific studies need to be undertaken to prepare a detailed phasing strategy.

Development phase	RVUQ Area	Challenges and Opportunities
Phase 1		• Challenges arising from a slowing residential market • Hybrid application for the site already in place. Development may come forward before any Design Codes are implemented • Challenges in relation to re-naturalizing the river and developing the river corridor. • There is a need to improve the connectivity to the River Rea corridor, the adjoining Smithfield neighbourhood and the City Centre. **Role of the Council:** • Engage with developer to discuss meanwhile and early phase projects and council's role in developing those • Opportunity to use CPO powers to ensure comprehensive development in this initial phase • Engage with Landowners who own property along the south of river Rea, within RVUQ, and collaborate for developing critical blue green infrastructure in this neighbourhood

Development phase	RVUQ Area	Challenges and Opportunities
Phase 2		• Challenges with relocation of existing businesses • There is a need to explore opportunities for land assembly and a comprehensive delivery approach • Opportunities in relation to HS2 proximity and High Street infrastructure investment • Potential for meanwhile uses and digital infra to build upon high street and establish place **Role of the Council** • Conduct detailed study and survey of businesses on site and develop Business Charter for relocation
Phase 3		• Highgate would be a major attraction and destination and can benefit from accelerated delivery. • Opportunities for expanding social infrastructure in this location, and bringing forward green infrastructure, to act as anchor to masterplan. • Masterplan developed by Arcadis offers opportunities to establish connections with the neighbouring developments as well. **Role of the Council:** • Opportunity to use CPO powers to fulfil vision and develop high quality community infrastructure

Development phase	RVUQ Area	Challenges and Opportunities
Phase 4		• Opportunity for high quality residential and community uses, distinct from the rest of the neighbourhoods • New and enhanced pedestrian crossings are needed to create safer connections across the Middleway and into Highgate

Phasing Strategy – principles and elements

The SPD defines a vision for the RVUQ and specifies the land use, building heights and character of the 5 distinct neighbourhoods. Considering the challenges and existing planning applications, as analysed in the Baseline report, an indicative phasing plan has been represented in this report (refer to previous page).

Based on this indicative phasing, further work needs to be done to develop a detailed phasing strategy that defines the phased development of micro-neighbourhoods as well key infrastructure – including social and green infrastructure.

This strategy should be in line with the requirements generated by an increase in residential population, arising from the development on site and in the neighbouring regions like Smithfield site.

The phasing strategy should be developed in conjunction with the land assembly and funding strategy and the three should be developed through a parallel process instead of being conceived in isolation.

Methodology:

Figure 12 illustrates a high-level methodology for developing an integrated phasing and infrastructure delivery strategy

- Starting with the parameters established in the SPD with regards to land use, area and building heights, and approximate densities, the development quantum can be calculated
- This will be informed and dictated by the revised BLP with regards to allocations, plans for providing strategic infrastructure and terms for planning obligations including developer contributions through S106.
- A Population projection tool can then be utilised to predict the residential population, per age group and number of jobs created, for the various phases of the development, based on the local social economic profile.
- This is then used as the basis for predicting the scale of infrastructure required to cater the demands of the population, in line with national standards, policies and regional targets. Infrastructure here may include –
  - Essential social and community infrastructure like educational facilities, leisure centres, medical facilities
  - Green space, parks and sports facilities

    - Transport infrastructure – active travel network, bridges and EV charging stations
    - Major services like water, digital connectivity and energy etc.
- While the vision sets out broad principles and moves for blue and green infrastructure, aligning infrastructure provision with accurate population projection and phasing can help in achieving targets defined in the city level plans
- After defining the specific requirements for infrastructure, it is important to organise this into an Infrastructure Delivery Strategy, informed by the phasing strategy, that maps the following in a database
    - What infrastructure is required?
    - How much is needed?
    - How much will it cost?
    - What funding mechanisms are available and who is delivering?
- The three frameworks – Population projection, Phasing strategy and Infrastructure Delivery Strategy should be informed by each other and could thus be set as dynamic tools that can be iterated and developed as the programme progresses.

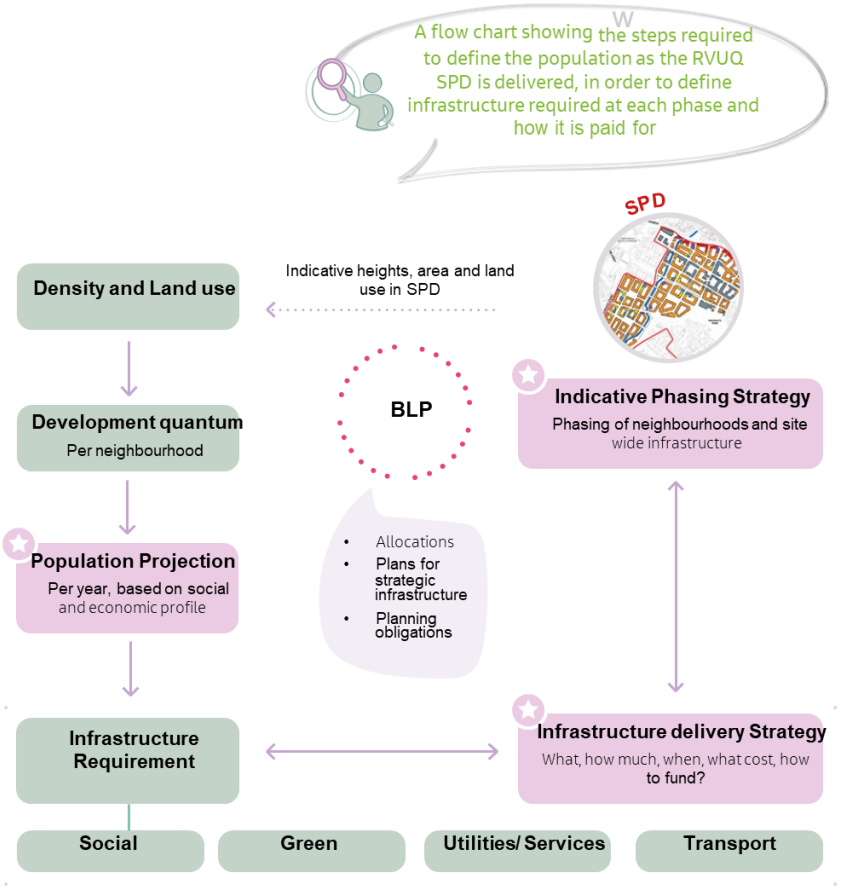


Figure 12 Phasing Strategy – high level methodology

Meanwhile use - Developing a detailed phasing strategy also offers the opportunity of creating an active Meanwhile use programme on site, that would act as a catalyst for the development and activate the site, across the phases of the development. These key catalyst projects could be in the form of social infrastructure, green/blue spaces or active travel facilities on council owned land, identified using this process.

The next section illustrates some frameworks and tools developed for the Meridian Water Regeneration project in London. The following were developed in conjunction to support the masterplan, the SPD and the Open space strategy.

- Dynamic phasing tool
- Dynamic population projection tool
- Infrastructure delivery strategy

While these tools delved into a greater level of detail, the underlying logic and principles could be use to develop relevant tools for RVUQ.

Tools and Frameworks developed for Meridien Water Regeneration London

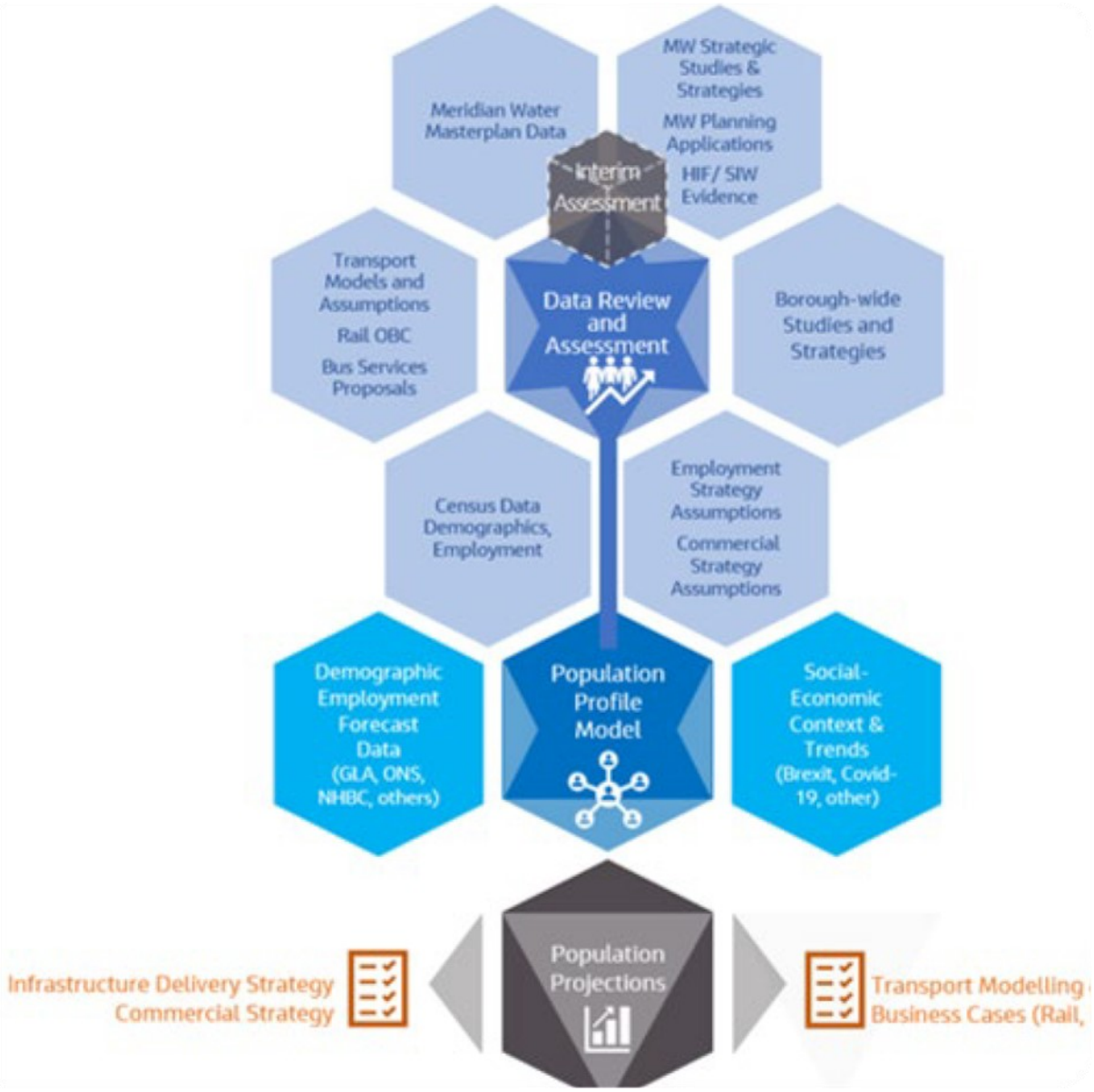
Owing to the long-term project implementation horizon (20 years), a detailed development phasing exercise was undertaken along with the masterplanning process. The exercise was facilitated by a geo-referenced tool and editable database, which combined masterplan elements (end state parcels), meanwhile uses and key infrastructure. The tool, developed in layers, indicated the sequenced implementation of the same and generated outputs on a year-on-year basis

Informed by preliminary financial viability assessment developed by the council, the tool included the following layers under each year (from 2021 to 2041)

- End state parcels (showing construction start and end stages)
- Meanwhile uses
- Transport (temporary and permanent roads and bridges)
- Public transport and active travel network
- Public realm (including square, green and blue infrastructure)
- Flood mitigation measures
- Drainage network
- Water network

Envisioned as tool that has an interface with the IDS, the objective was to help identify any potential clashes in infrastructure delivery, highlight triggers in master planning and establish detailed timescales for delivery. Based on a dynamic database, the tool allowed for iterations and adjustments.

Dynamic Population Projection Tool



Total [Approximately 10,800 homes]	Population Projections by Age Groups					
	0 to 4 year-olds	5 to 11 year-olds	12 to15 year-olds	16 to17 year-olds	18 to 64 year-olds	65+ year-olds
26,821	2,661	2,141	1,119	591	19,841	468

A dynamic population profile model was developed to achieve a phased breakdown of the anticipated population, including residents, employed and visitor populations, based on housing numbers and area under different land uses in the masterplan.

Informed by the GLA Population Yield Calculator, the estimates for employed and residential populations, took account of tenure types (social, intermediate and market), as well as number of bedrooms in residential typologies, thus providing an indication of the age profile of residents in line with the latest masterplan quantum and land use.

The model outputs were used to refine some of the infrastructure requirements established in the IDS. For example, the age breakdown from the model provided an estimation of the number of children expected to live in a new housing development at early years/nursery, primary and secondary school ages, and therefore serves as a fundamental assumption behind the number of school places estimated to be required.

Infrastructure Delivery Strategy

The Infrastructure Delivery Strategy (IDS) was prepared in support of the Masterplan and the adopted Environmental Sustainability Strategy ESS) for Meridian Water. The role of the IDs was to establish the social, environmental and physical infrastructure, as well as the strategic investments required to deliver the transformation of Meridian Water. The IDS identified how, when and by whom these will be delivered, and the associated costs. The strategy consists of a report as well as a tracker which listed all of the relevant infrastructure requirements. The categories and types of infrastructure covered by the plan are set out below

The IDS also provided an assessment of the quality and capacity of proposed infrastructure and its ability to meet forecast demand (taking account of policy requirements). In doing so, the IDs confirmed current and committed provision and identifies where there are currently gaps in infrastructure requirements, the timing of their delivery, sources of funding, or where responsibilities/mechanisms for delivery were unclear. Where challenges or 'gaps' exist, the IDs recommended a number of priority actions for addressing them.

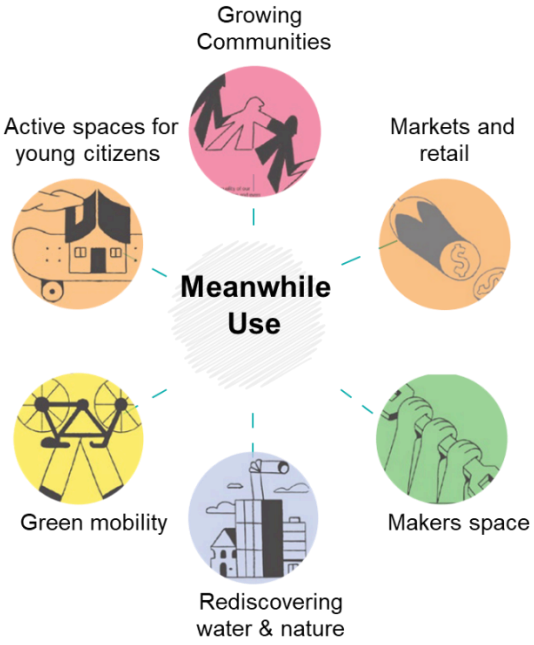
	Category	**Type**
1	Social and Community	• Education • Leisure, Culture and Community • Health and Social Care • Emergency Services
2	Green Infrastructure and Open Space	• Natural and semi natural green space • Outdoor sports facilities • Parks • Children's play areas
3	Utilities	• Energy • Water Supply and Foul Water Drainage • Flood Alleviation and Storm Drainage • Telecommunications
4	Transport, Connectivity and Public Realm	• Public Transport • Roads and Streets • Public Realm • Parking

2.5. Micro Projects and Meanwhile Uses

Successful placemaking requires action at all scales. Alongside the big moves and major interventions, RVUQ offers an incredible opportunity to intervene at the micro scale and develop an active layer that strengthens the relationship with the place, for all city makers.

Investing in meanwhile use and micro projects has the following benefits -

- Micro projects can act as catalysts and stimulate activity and interest in the developing area by bringing life and human scale to the regeneration process. They also serve as tactical tools for testing ideas, build support for large-scale projects
- Easy wins - Owning to the scale, these micro projects and temporary interventions offer inexpensive solutions that not only address immediate problems but also help build political support and scalability for sustainable agendas in the long run
- They offer an excellent opportunity for engaging the community and making them a part of the creation process, thereby embracing a bottom-up approach to development. This generates a sense of belonging in the community and adds social and community value to placemaking.
- The PoliNations Garden project in Birmingham city centre (September 2022) and meanwhile projects delivered as part of the Commonwealth Games (August 2022) are successful examples that illustrate active community involvement through temporary interventions.
- Meanwhile activation opportunities can be explored across a range of themes, illustrated below



The following are some examples that saw a cross-section of private investor and city-led actors coming together to deliver meanwhile strategies that were used for activating places and repurposing existing infrastructure to create long-term positive impact on the place and community.

GRÄTZLOASE VIENNA

Since 2015, the city of Vienna has given residents organisational and financial support to realise ideas that activate public spaces and create more opportunities for people to socialise and spend time outdoors. As a part of this programme 'Green Parklets' were created as new meeting places for and by the citizens, adding greenery and improving the micro climate. The programme funds up to €4,000 per idea and provides the initiators professional support with planning permissions. Individuals or groups putting ideas forward need to live or work near their pro-posed intervention, so they can be stewards of the parklets and take care of the communal environment.

SAYER STREET, LONDON

A narrow strip of land alongside the Elephant Park masterplan in south London has been transformed into a temporary retail space and immersive linear park bursting with life. Activating a destination before the project completion, the temporary folly at Sayer Street provided additional outdoor dining space during the pandemic for food establishments across the street. Once the development is completed, the structure will be re-configured and set up on the next regeneration site in East London. Sayer Street is just one of the meanwhile projects on Elephant Park, managed by Lendlease's in-house Place team.

LUCHTSINGEL BRIDGE, ROTTERDAM

Luchtsingel Bridge is a great example of collaboration between local initiative, the city and its residents. The 400-metre bright yellow bridge connects three previously disconnected parts of Rotterdam near its central train station. It was designed by local studio ZUS (Zones Urbaines Sensibles), which won the city's open call for projects that could improve local quality of life. The bridge was finished in 2015 as the first public infrastructure in the world financed by crowdfunding — the campaign (called I make Rotterdam) gained the supportof more than 10,000 people.

2.6. Land Assembly Strategy

The key to a successful site assembly strategy is to ensure it is responding to the overall project delivery priorities and programme. Site Assembly is a factor to consider rather than a deciding factor in the programme and priorities.

The site assembly strategy should be read in conjunction with the business charter and the budget for site acquisition.

Matters to be considered for formulating a site assembly strategy include:-

- Summary of land and third-party rights required
- Approach to site assembly – focus on comprehensibility versus facilitating market delivery
- Methods of site assembly including negotiation landlord and tenant powers, appropriation and CPO
- Planning Policy support for use of CPO and appropriation
- Other factors to consider when using statutory powers of CPO or appropriation
- Programme for site assembly processes and how to integrate with project programme
- Phasing and use of more than one CPO if required Site Assembly priorities including community/political priorities
- Next steps including integration with business charters

Options for delivery – site assembly impact

The delivery strategy for the overall project will guide the site assembly approach. The Council has three main options for delivery which can be summarised as

- **Option 1** - Facilitation and support via collaboration with landowners and limited control via the planning system primarily the SPD and associated policy. This may be appropriate when landowners are capable, well resourced, and aligned with the Council's policy aspirations.
- **Option 2** – Limited acquisition and delivery of key sites for infrastructure, combined with facilitation, support and control via the planning system of remaining sites. This is likely to be appropriate where significant infrastructure is required to facilitate delivery, and this is not fundable or otherwise deliverable via landowner collaboration or standard s.106 or CIL contributions. Once the infrastructure is delivered, the market generally and the landowners are sufficiently well resourced and capable as well as aligned with Council's policy aspirations
- **Option 3** – Comprehensive approach where Council acquires or enters into JV agreements with landowners for all land within the study area, and secures delivery itself or via an investment or development partner. This is likely to be most useful where landownership is fragmented, or landowners and the wider market are not resourced and aligned to deliver council aspirations even if key infrastructure is delivered, or where the market has been given the opportunity to deliver, but has not done so within reasonable parameters and timescales.

	Description	Key Activities	Timescale for completion
1	Facilitation and collaboration	Landowner engagement, equalization and collaboration agreements if required, monitoring of delivery by landowners, delivery on Council owned land, development control, management of CIL and s.106 receipts	No set timescale apart from on Council owned land. Minimum 6-12 months of landowner engagement in respect of each site/phase prior to commencement
2	Key Infrastructure Delivery Plus facilitation and collaboration	Site assembly via CPO for key infrastructure and delivery of infrastructure in addition to activities in Option1	18-36 months for CPO process, minimum 6-12 months of landowner engagement in parallel
3	Comprehensive approach	Site assembly via CPO for all sites within a phase in addition to activities in Option 1	18-36 months for CPO process, minimum 6-12 months of landowner engagement in parallel

Based on the current conditions and the challenges associated with each option, it can be concluded that reliance on collaboration and limited control via the planning system (Option 1) is unlikely to deliver the Council's policy aspirations within a reasonable timescale. Given the size and number of landowners within the site, the likely costs and resourcing impact as well as proposed developments currently underway, it is unlikely the Council will pursue a comprehensive approach (Option 3) to the whole study area.

Therefore, the most probable solution is likely to involve a mix of Option 2 and Option 3. However, it may be more realistic to accept that the project will be delivered in phases, and that the site assembly approach to each phase may be different depending on its unique characteristics.

2.7. Business Relocation Strategy

Within RVUQ there are a large number of existing businesses which will need to be supported and assisted in relocating where required, during the masterplan delivery process. The first action required would be to carry out some desktop and site visit research to understand the types of existing businesses on site, their property requirements, and any relationships between existing businesses. This initial analysis should include the following-

- Identifying each business within the site, its property interest or ownership and its management
- Numbers and types of employees
- Existing property occupation
- Current trading status and future business plans
- Impact of current and upcoming planning and environmental regulations eg: clean air zone (CAZ)
- Links to existing neighbouring business and/or particular locational requirements
- Interest in remaining within / near to a redeveloped masterplan area
- Capacity there is within the local and wider market for the occupational needs of businesses to be relocated. Are there suitable sizes, types and tenures of properties?

Assistance in Business Relocation

Three examples of the types of business charters prepared by Councils in relation to major development and regeneration projects which have the potential to displace a significant number of businesses, can be found in the detailed report on Business Relocation (see Appendix). These documents are usually jointly prepared between site assembly advisers, regeneration teams, economic development and enterprise teams and any development partners involved in projects, and are often supported by specialist business consultancies or advisers. They should be based on the initial research set out above.

It is common for the broad principles of business support to be set out in an initial document, and the further detail to be layered onto this as the project progresses. Initially the Council should consider the following:

- Which (if any) of the existing business types / sizes can be relocated on site and which will not be suitable once the masterplan is delivered
- What funding and/or support can the Council provide – either from its own resources, grant funding or third sector partners?
- Will there be any sectors/groups of businesses who will have priority for assistance / to be relocated together?
- Who will be the contact name / provider of any support – this may change as project evolves
- Are there any key qualifying criteria eg max/min size of business, time located within the area etc

Even if relocation premises can be found, a key issue will be the cost of relocation – for many businesses this will simply be prohibitive. The ability to fund these costs, together with the possibility of using compulsory purchase powers to acquire vacant possession of sites, will be a key factor in delivery

It may be simpler for owner occupiers of freehold premises, as they will receive a capital sum for their property interest, but tenants and other occupiers are unlikely to receive similar amounts. In the interests of transparency and fairness, it is advised that councils consider using the compulsory purchase compensation entitlement as a framework for negotiations with business owners and occupiers. This also complies with the guidance set out in the 2019 Government Guidance on Compulsory Purchase and Compensation for negotiations in advance of compulsory purchase.

2.8. Funding Strategy

The vision for RVUQ presents a holistic, sustainable community that integrates social, economic and environmental assets to provide a place where people want to live, work and visit.

To deliver this vision, there will inevitably be substantial capital and operational investment requirements to support delivery and maintenance of a wide range of infrastructure assets across multiple sectors, including transport, land-use/property, social/community infrastructure and blue/green infrastructure.

Given the wide range and likely large scale of investment requirements to deliver RVUQ to its full extent, it is essential that BCC explore the full spectrum of funding and financing mechanisms that might be harnessed or deployed to support realisation of the RVUQ vision. Within this context a full and comprehensive Funding and Financing Strategy is recommended to underpin key investments for RVUQ. At this stage, the following broad themes of opportunity are considered in terms of their relevance to RVUQ:

- Standard or established funding routes and programmes, comprising a mixture of public and private grant funding sources to fund all types of infrastructure assets required. Such opportunities represent conventional routes to unlocking project funding
- Green financing mechanisms, comprising emerging instruments that are currently being deployed in other locations to deliver blue/green infrastructure. A selection of case study evidence and pilot projects linked to the successful delivery of green financing instruments elsewhere is provided.
- Alternative funding and financing mechanisms comprising other emerging funding and financing opportunities that apply to all forms of infrastructure assets. Typically, this includes mechanisms that have not been greatly explored and have few use cases in a UK context, but are attracting greater attention as the need to innovate funding and financing mechanisms increases. In particular, the potential for land value capture instruments is explored.

Recognising the complex and interlinked nature of various funding and financing mechanisms required to deliver the range of infrastructure assets necessitated to unlock RVUQ's full potential, Figure 13 provides a holistic representation of the various funding and financing sources, actors and instruments that are considered in greater detail below. This blend of organisations and methods provides the foundations for ensuring the optimal collaboration of a range of partners to bring in a mix of funding and financing the deliver the high quality environments and communities that underpin the RVUQ vision

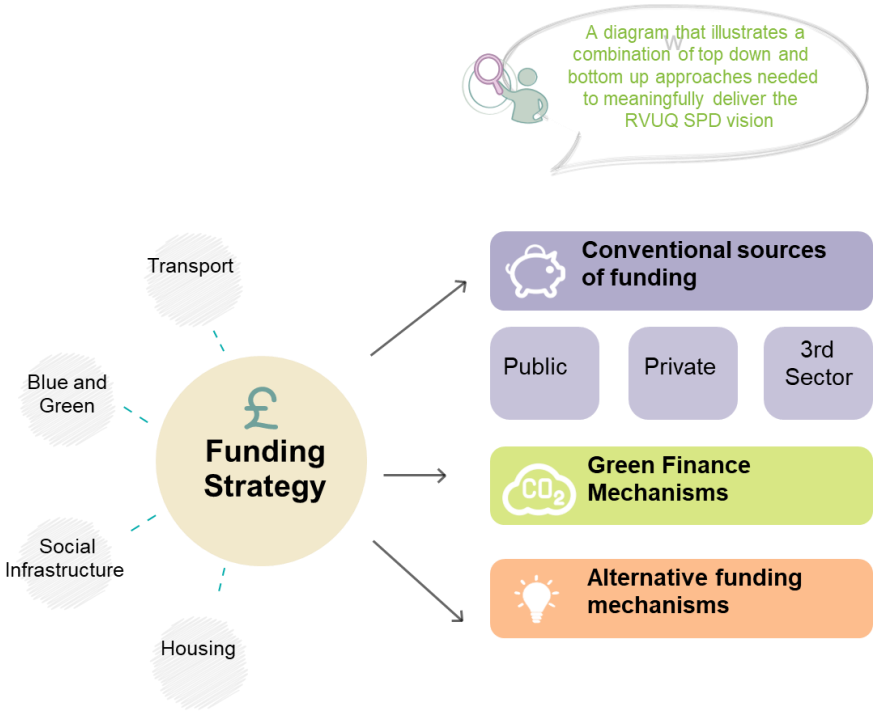


Figure 13 Funding Options for the RVUQ

Action Points

The following action points should help shape the funding strategy for RVUQ:

ACTION POINT 1 – Infrastructure Audit

A fuller understanding of infrastructure requirements necessary to unlock the full vision for RVUQ will be helpful in understanding the scale of funding that needs to be leveraged. A full existing infrastructure audit across all infrastructure asset classes, to determine existing provision would be useful in establishing a baseline against which additional provision can be measured. This is particularly relevant in the context of social infrastructure, where developer's promoting major sites are currently justifying no further education provision on the basis of excess supply in existing schools.

ACTION POINT 2 – Stakeholder Mapping Exercise

Acknowledging the need for funding and collaboration between a range of diverse sources, it is critical that BCC develop a full understanding of all the potential stakeholders in the RVUQ context. This will help establish where interfaces exist between infrastructure requirements and potential funding opportunities. In the interim period before Action Point 3 is enacted, this exercise could also lead to formation of a 'Working Group' of key stakeholders that collaborate and provide direction for development in RVUQ, albeit in an informal capacity

ACTION POINT 3 – Formal Governance Structure and Delivery Body

Better programme governance and greater funding opportunities can be sought by combining the interests of key stakeholders into a Special Delivery Vehicle or establishing Joint Ventures. Such vehicles can act as a form of public/private partnership, able to drive discrete projects and the wider RVUQ programme as a whole, through its ability to access

finance more easily than individual stakeholders. A formal governance structure and delivery body is a critical requirement for leveraging the right blend of public, philanthropic and private finance. Public and philanthropic funding can play a key role in unlocking the right conditions to attract private finance.

ACTION POINT 4 – S106 and CIL Contributions

For any major development proposals coming forward in the RVUQ, negotiated S106 contributions and CIL receipts should be directed towards supporting placemaking and infrastructure provision in the area. Potential future site allocations in the BLP Review will provide further justification for the various types of planning obligations that will be required of development proposals at planning application stage.

Discussions between the Council and the developer, ideally undertaken at pre-application stage, can help establish expectations on the scope of the contributions that would be required following planning consent, including likely figures that would be sought and which projects they would be best directed towards. CIL contributions from multiple schemes city-wide can be collected as strategic CIL funding, which can be allocated towards the delivery of larger scale interventions that support the regeneration of the area. To provide a benchmark for engaging developers with negotiations around contributions towards critical infrastructure, a financial viability analysis will be helpful

ACTION POINT 5 – Identifying Market Failures Across the Site

To set the foundations for securing funding from diverse sources, an RVUQ-wide, multi-asset, multi-sector rationale for intervention could be undertaken. This could focus on establishing the market failures that apply across asset categories and sectors, as well as seeking to establish potential social (e.g. well-being and community cohesion), economic (job creation, GVA uplift) and environmental (biodiversity net gain, carbon reduction) benefits of specific intervention types. Such activities will further prepare BCC for future funding bids.

ACTION POINT 6 – Explore opportunities for Green Finance

Recognising the emergence of green financing as a suitable mechanism to fund projects and the Environment Agency's role as a key stakeholder at RVUQ, there is potential to engage with the Environment Agency's Green Financing and Innovation Funding teams. Given the nascent phase of the Agency's activities in this field, RVUQ could provide a test bed for delivering pilot projects and research analysis around Green Finance

2.9. Roadmap

The following pages illustrate a high-level roadmap of interventions and actions in the short, medium, and long term, grouped under the following categories:

Placemaking Including interventions for community, social infrastructure, public realm and action at policy and planning level

Blue and Green Infrastructure Including interventions and studies for river naturalization, development of SuDS network, green and open space enhancements

Mobility and Connectivity Including interventions and studies for encouraging active travel, improvements to public transport, street network and public realm.

These recommendations have been informed by insights from the baseline analysis, suggestions made as a part of the detailed report on Integrated water management plan and the views from stakeholder engagement workshops.

As the programme is in its formative stage and there is opportunity to engage with policy, form partnerships and establish codes, the roadmap highlights “Actions” that would be crucial to implementing and organising the same.

Neighbourhood summary

The spreads following the roadmap illustrate the summary for each of the five distinct neighbourhoods. Each summary captures the local opportunities for placemaking, improving connectivity and enhancing blue and green infrastructure, aligned with the SPD vision. This is supported with brief narrative highlighting key challenges, and high-level recommendations for phasing, land assembly and meanwhile use opportunities.

Some intervention ideas mentioned in the roadmap have been mapped on the neighbourhood summary spreads, offering a spatial lens to the recommendations. However, it should be noted that these markers are only indicative and precise locations and designs for spatial interventions should emerge from detailed spatial analysis.

Short term (0 - 5 years): Interventions and actions

PLACEMAKING

- Formulate a land assembly and business relocation strategy, linked to a funding strategy.
- Identify key catalyst sites and engage with landowners to develop collaborative scheme sand ensure comprehensive delivery
- 01 Design and build community meanwhile use in St David's Place
- Design and implement enhancements to Highgate Park, and build community meanwhile use in Highgate Neighbourhood
- 02 Develop projects to activate council owned assets, with a special focus on heritage assets as centres for community interaction and co-design.

GREEN & BLUE INFRASTRUCTURE

- 03 Develop the River Park section in St. David's Place. This would include re-naturilation of the river corridor, enhancement to public realm, building new east-west pedestrian links, and monitoring of use and STP discharge.
- Establish SOCG and River Easements in line with the SPD vision (35m river corridor).
- Develop an Area Wide RVUQ SuDS Strategy, in collaboration with landowners and the local community.
- Develop an Area Wide RVUQ Canopy tree Strategy, aligned to city of Nature strategy and Urban Forest Agenda
- Identify streets other than Moseley Street for implementation of SuDS, addition of canopy trees and public realm enhancement.
- 04 Develop the Park Link section and explore opportunities for engaging the community in SuDS.
- 05 Develop Neighbourhood Pocket Park in a suitable location in St. Davids and an associated events programme.

MOBILITY & CONNECTIVITY

- Conduct an early site-wide study alongside developing land assembly strategy, for identifying opportunities for SuDS schemes and making streets pedestrian and cycle friendly.
- 06 Develop schemes to enhance wayfinding in St David's place and Highgate park neighbourhood
- Identify opportunities for removing through traffic by managing accesses, aligned with the updated local transport plan

Medium term (5 - 10 years): Interventions and actions

PLACEMAKING

- Develop the first phase of businesses relocating and activation of Cheapside and south-west corner as vibrant mixed-use areas
- Develop meanwhile projects to activate streets
- Invest in digital infrastructure and identify opportunities for digital placemaking
- Identify CPO requirements to unlock key catalyst sites.
- 08 Design and build community meanwhile use in Highgate neighbourhood.

GREEN & BLUE INFRASTRUCTURE

- 09 Highgate Park extension and widening to connect to river
- Complete Park Link Section (Highgate End)
- 10 Continue extending SuDS network into Highgate along identified streets, implementation of SuDS retrofit, addition of canopy trees, and public realm enhancement.
- Develop a Temporary and Reusable Parks Strategy – Identify open areas of land and feasibility of use in line with development programme for RVUQ, set up landowner agreements, develop design for sites introducing as much biodiversity as possible that can be moved to another site during the next phase (container planting etc).

MOBILITY & CONNECTIVITY

- 11 Enhance connectivity and improve active travel networks providing links with neighbouring developments, Smithfeild site and the City Centre.
- Identify opportunity to strengthen the SuDS network and encourage active travel along those routes,

Long term (10 + years): Interventions and actions

PLACEMAKING

- Transformation of river Rea to include enhanced public realm alongside new development to the western side of the RVUQ
- Develop projects to activate council owned assets, with a special focus on heritage assets as centres for community interaction and co-design.

GREEN & BLUE INFRASTRUCTURE

12 River Rea Urban Walkway connecting River Park to Digbeth High Line and Digbeth Neighbourhood

13 Design and Build pocket park in Moseley Road neighbourhood.

- Develop Neighbourhood Pocket Park in Cheapside neighbourhood
- Extend green links to and from Highgate Park along streets into new high quality residential area
- Continue extending SuDS network into Moseley Road Neighbourhood along selected streets implementation of SuDS, addition of canopy trees, and public realm enhancement.

MOBILITY & CONNECTIVITY

- Develop Digbeth extension into A38 corridor and the metro link to south of Birmingham
- Explore opportunities for tram extension

Neighbourhood summary: St David's Place

LAND USE

Existing buildings
4 to 6 storeys | 6 to 10 storeys | 10 to 15 storeys | 4 to 6 storeys

TRANSPORT

Primary pedestrian route | Secondary pedestrian | Key cycle routes

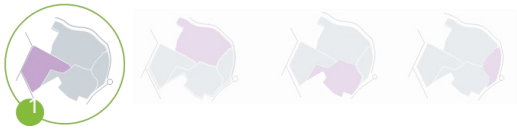
BLUE AND GREEN

Existing green space to be enhanced
Proposed green routes | Proposed green space

CHALLENGES & OPPORTUNITIES

- The re-imagined river corridor will be a driver of large-scale change, breathing new life into this neighbourhood, creating a vibrant place with a distinctive identity. This scheme which will have multiple benefits in terms of flood risk management, creation of sustainable development plots, provision of an attractive new walking and cycling route, a high-quality green setting for residential development, biodiversity enhancements and place making.
- Owing to challenges like disparate land ownership and managing flood risk, development of a land assembly strategy and contextualized Design codes is crucial for this neighbourhood, especially for areas bordering the river corridor.
- This neighbourhood presents the opportunity to develop an integrated green and blue infrastructure network and improve connectivity with neighbouring areas like Calthorpe park, Smithfield and the city centre by strengthening the active travel network.
-

LAND ASSEMBLY & PHASING



- St David's Place forms an integral part of the first phase of the development and some planning applications within this neighbourhood are already underway.
- There are more than 39 different landowners in this neighbourhood.
- There is potential to engage with developers to discuss meanwhile and early phase projects and council's role in developing those in this area
- There is an opportunity to use CPO powers for a pilot project in this initial phase, that would act as a catalyst for development and establish a benchmark for developments to follow. Engaging with Landowners along the south of river Rea, and collaborating with them will be crucial for developing the envisioned blue green infrastructure.

CATALYST OPPORTUNITIES

01 Design and build community meanwhile use in St David's Place

03 • Develop the River Park section in St. David's Place. This would include re-naturilation of the river corridor, enhancement to public realm, building new east-west pedestrian links, and monitoring of use and STP discharge.

05 • Develop Neighbourhood Pocket Park in a suitable location in St. Davids and an associated events programme.

06 • Develop schemes to enhance wayfinding in St David's place, strengthening connections to Highgate park, Calthorpe Park, Smithfield and the City centre.

Neighbourhood summary: Cheapside

LANDUSE

Existing buildings
4 to 6 storeys | 6 to 10 storeys | 10 to 15 storeys | 4 to 6 storeys

TRANSPORT

Primary pedestrian route | Secondary pedestrian | Key cycle routes

BLUE AND GREEN

Existing green space to be enhanced | Suggested clusters of living roofs
Proposed green routes | Proposed green space | local green infrastructure

CHALLENGES & OPPORTUNITIES

- Presently characterised by low intensity industrial and commercial premises, this neighbourhood will be transformed into a vibrant mixed-use environment of medium to high density - creating a predominantly apartment-based residential community.
- Transforming Moseley Street into the Park Link is a key driver for this neighbourhood. Serving as an attractive, green pedestrian focussed route connecting Smithfield Neighbourhood Park to Highgate Park, this neighbourhood has the potential to strengthen links with adjoining developments.
- There is potential to encourage active ground floor use and promote a more vibrant mix of uses at street level specially along Bradford Street.
- Retention refurbishment and re-use of the attractive heritage buildings and frontages can bring authenticity to the area and reflect its rich history.

LAND ASSEMBLY & PHASING

- As planning applications for the western part of Cheapside are underway, it is likely that this neighbourhood would develop in the second phase, following St David's place.
- There are more than 38 different landowners in this neighbourhood.
- Cheapside is faced with complex challenges associated with relocation of existing businesses. A detailed study (as highlighted in section 2.7) and survey of businesses on site needs to be conducted. Following the detailed study, a Business Charter can be developed, defining the terms for relocation.

CATALYST OPPORTUNITIES

02 Develop projects to activate council owned assets, with a special focus on heritage assets as centres for community interaction and co-design.

07 Develop meanwhile projects to activate streets and squares

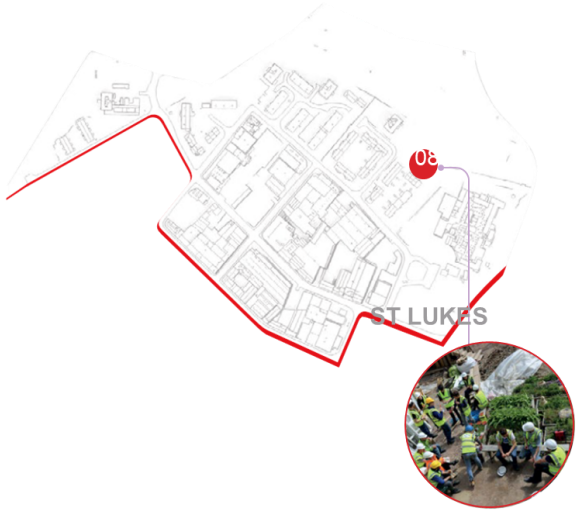
04 Develop the Park Link section and explore opportunities for engaging the community in SuDS.

10 Continue extending SuDS network into Highgate along identified streets, implementation of SuDS retrofit, addition of canopy trees, and public realm enhancement.

2

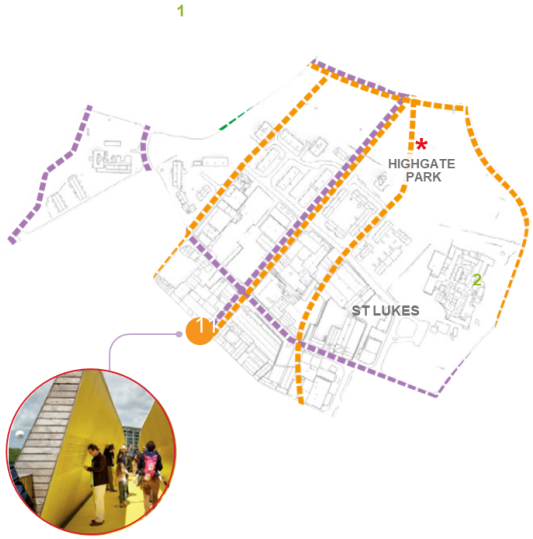
Neighbourhood summary: Highgate Park neighbourhood

LAND USE



Existing buildings
4 to 6 storeys | 6 to 10 storeys | 10 to 15 storeys | 4 to 6 storeys

TRANSPORT



Primary pedestrian route | Secondary pedestrian | Key cycle routes

BLUE AND GREEN

Existing green space to be enhanced | Suggested clusters of living roofs
Proposed green routes | Proposed green space | local green infrastructure

CHALLENGES & OPPORTUNITIES

- The Highgate Park neighbourhood has the potential to become a balanced and sustainable urban family neighbourhood, comprising of a medium density residential development, focussing on traditional family housing typologies.
- Investment into the historic Highgate Park, including a potential extension, and additional facilities to meet the recreational needs of the future residential population, is key to unlock the value of this neighbourhood. Highgate Park will become a destination green space attracting not only visitors from the immediate area, but also from Birmingham Smithfield, Digbeth and across the city.
- As the council owns the social housing stock in this neighbourhood, there is potential for new and remodelled social housing and creation of quality social infrastructure.
- There is the potential to develop an integrated blue and green infrastructure network and establish links with surrounding natural assets like Calthorpe Park.

LAND ASSEMBLY & PHASING

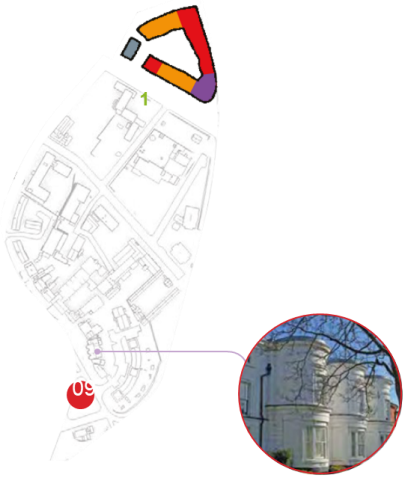
- The Highgate Park neighbourhood is likely to develop in the Phase 3 of the development. As separate masterplan for Highgate and Balsall Heath CRA is being prepared as a part of Our Future City Plan.
- There are more than 23 different landowners in this neighbourhood.
- Considering significant land under council ownership, this neighbourhood presents the opportunity to use CPO powers to fullfill the vision and develop high quality community infrastructure
- There is potential to develop a Residence Charter for relocation social housing tenants in the neighbourhood

CATALYST OPPORTUNITIES

- 08 Design and build community meanwhile use in Highgate neighbourhood.
- 09 Highgate Park extension and widening to connect to river
- 1 Enhance connectivity and improve active travel networks providing links with neighbouring developments, Smithfeild site and the City Centre.

Neighbourhood summary: Moseley Road

LANDUSE

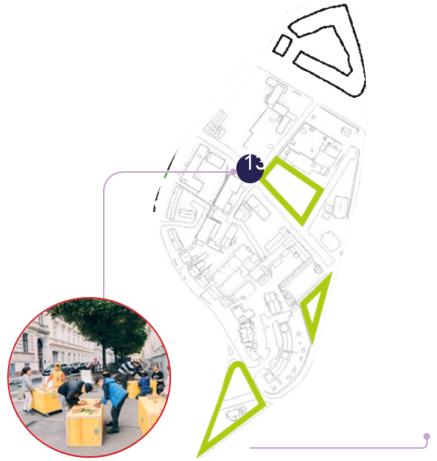


Existing buildings
4 to 6 storeys | 6 to 10 storeys | 10 to 15 storeys | 4 to 6 storeys

TRANSPORT

Primary pedestrian route | Secondary pedestrian | Key cycle routes

BLUE AND GREEN



Existing green space to be enhanced | Suggested clusters of living roofs
Proposed green routes | Proposed green space | local green infrastructure

CHALLENGES & OPPORTUNITIES

- This neighbourhood is rich in terms of heritage assets, the listed buildings should be retained and protected, as they create a positive sense of place.
- There is opportunity for further residential development and infill along this street, and it must respect and complement this character, including set back from the street frontage, scale and grain.
- The character of this neighbourhood sits in contrast with the industrial character of the surrounding area, and it supports a disparate mix of community uses. There is opportunity to build on the existing social infrastructure and improve its relationship to Highgate Park and other micro neighbourhoods and facilitate connectivity through development of active travel networks

LAND ASSEMBLY & PHASING

- Mosley Road is likely to develop in the last phase of the development.
- Being a small micro neighbourhood, there are more than 13 different landowners and a large number of community uses including community uses, including two schools, a church, a pub, offices, and a police station.
- A significant portion of the site is owned by a housing association.

CATALYST OPPORTUNITIES

09 Design and build community meanwhile use around existing heritage buildings to stimulate interest and activity.

13 Design and Build/Relocate Temporary Park

Neighbourhood summary: The High Street

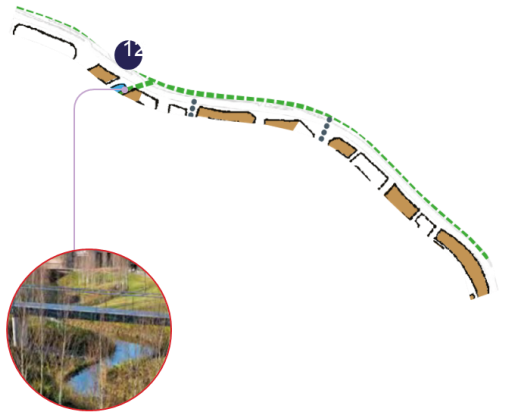
LANDUSE

Existing buildings
4 to 6 storeys | 6 to 10 storeys | 10 to 15 storeys | 4 to 6 storeys

TRANSPORT

Primary pedestrian route | Secondary pedestrian | Key cycle routes

BLUE AND GREEN



Existing green space to be enhanced | Suggested clusters of living roofs
Proposed green routes | Proposed green space | local green infrastructure

CHALLENGES & OPPORTUNITIES

- The High Street (Digbeth, Deritend and Bordesley High Streets) offers the opportunity to create a street of city scale with a strong identity and character, inspired by the cultural vibrancy of the creative industries in Digbeth.
- Opportunity for additional connections between High Street and Bradford Street to integrate Digbeth more effectively into the Quarter.
- For creating a truly mixed-use development there is a need to encourage an active frontage onto the High Street, with a mix of active uses at ground floor (retail, commercial, cultural, restaurants and bars) with front doors to animate the street.
- This neighbourhood can also benefit from the interventions linked to Midland Metro East side Extension and the HS2 that will improve the high street infrastructure (example: tree planting, improved pedestrian experience etc)

LAND ASSEMBLY & PHASING

- The High Street is likely to see transformation along with the Cheapside neighbourhood, in the second phase of the development. Developments at Connaught Square and Lunar Rise will bring new street activity, regeneration.

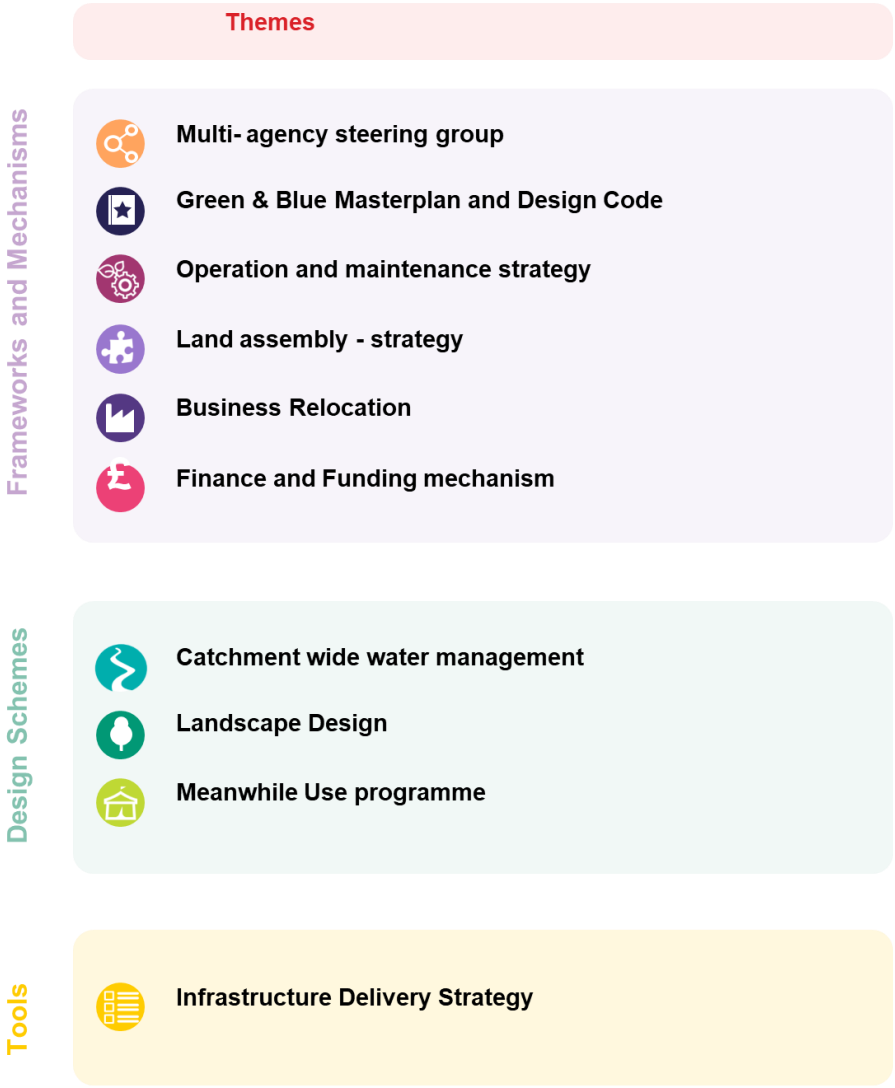
CATALYST OPPORTUNITIES

1. River Rea Urban Walkway connecting River Park to Digbeth High Line and Digbeth Neighbourhood

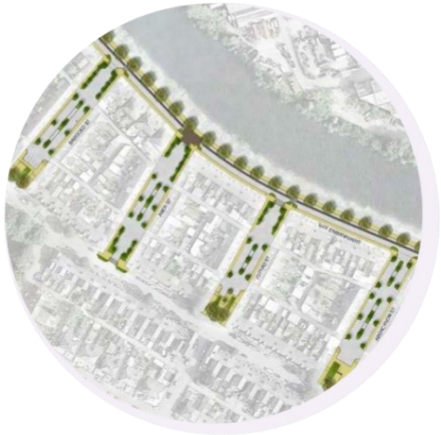
03. Precedent Analysis

Precedent Analysis Themes

Building on the opportunities and challenges identified in the baseline analysis, relevant case examples have been discussed in this section, considering the following themes:



CASE EXAMPLE



Project: Greener Grangetown

Location: Cardiff, Wales

Client: City of Cardiff Council, Dŵr Cymru Welsh Water, Natural Resources Wales

Designers/ Consultants:

Arup

Relevant Themes:

- Multi- agency steering group
- Green & Blue Design Code
- Operation and maintenance
- Land assembly strategy
- Business Relocation
- Catchment wide water management
- Landscape Design
- Meanwhile Use programme
- Infrastructure Delivery strategy
- Funding & Finance

Project Description:

The Greener Grangetown project was created to improve the management of surface water and enhance the quality of public spaces, as well as the infrastructure for cycling and walking in a city center neighbourhood. The area of focus included 12 Victorian streets and 550 properties. Before the initiative, surface water would flow into the combined sewer network and then be pumped for 8 miles before being cleaned and released into the Severn Estuary. The initiative has led to a more durable urban sewer system and a more appealing and functional environment for residents and commuters.

Relevance for RVUQ:

- Large scale urban retrofit project to not only disconnect run-off from the sewer network, but provide a more sustainable environment for the local community.
- The environment was particularly challenging, as the site is constrained by a number of utilities and is extremely flat.
- Developed a catchment wide network of rain gardens, kerbside tree planters and permeable paving to remove 40,000 m3 of rainwater per year from the combined sewer network.
- Project involved City of Cardiff Council, Dwr Cymru and Natural Resource Wales to work together in collaboration, and were engaged during the early design phase of the project.
- Due to contaminated made ground and impermeable soil, all SuDS were lined and infiltration restricted across the whole site.
- Promoted active leisure through the use of SuDS to create a "bicycle street".
- Initial maintenance (18 months/ 2 growing seasons) was costed into the construction contract, with Cardiff Council taking on the long term maintenance.
- Estimated value of the wider benefits of the project over £8.4million

CASE EXAMPLE

Project: Greening Phoenix Road

Location: Camden, London

Client: London Borough of Camden

Designers/ Consultants:

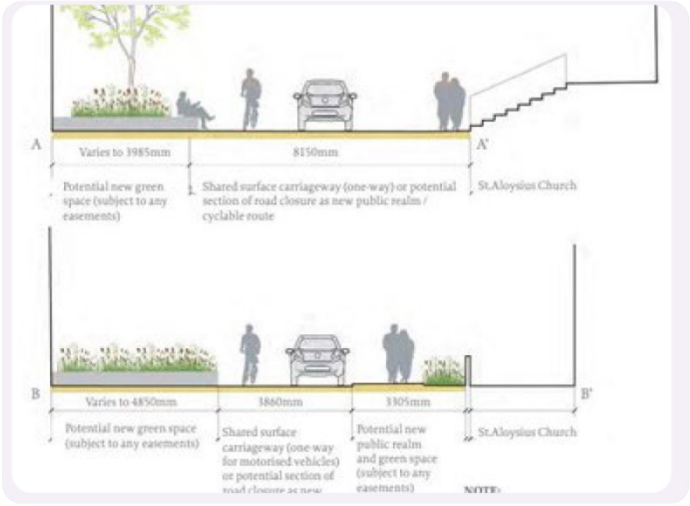
LDA Design

Relevant Themes:

- Multi- agency steering group
- Green & Blue Design Code
- Operation and maintenance
- Land assembly strategy
- Business Relocation
- Catchment wide water management
- Landscape Design
- Meanwhile Use programme
- Infrastructure Delivery strategy
- Funding & Finance

Project Description:

Greening Phoenix Road project was envisioned as a corridor of new green space in Somers Town and a green link between Euston and St Pancras Stations. Through an open and collaborative co-design process, Phoenix Road, Brill Place and adjoining streets were planned as greener, healthier, safer, and energised environments.



Relevance for RVUQ:

- New public green space provision within a road corridor as linear park/green infrastructure. Requires vehicle traffic to be limited or access reduced, and parking removed or relocated. Emergency vehicle access is retained.
- Prioritising of pedestrians and cyclists
- Incorporates SuDS, biodiverse planting and contributes to air quality improvements. Majority of funding was assured through HS2 work in the area but may need to seek Section 106/CIL contributions.
- Linking to wider public open space enhancement schemes nearby
- Feasibility report was prepared looking at delivery of different spatial options. Included clear vision, design principles, and quantified deliverables that would be achieved through each option. Sets out next steps for consultation and co-design/co-build with community.
- Useful for Park Link/SuDS streets/Active Travel design could be applied on a wider street hierarchy/typology basis for the whole RVUQ to ensure maximum opportunity for surface water management, maximum provision for green space, maximum pedestrian, and cycle friendly neighbourhoods (Figure 3 and Figure 4).
- Community engagement on emerging plan undertaken by Groundwork included closing a section of the street and holding a play day in 2021.
- Momentum Transport consultancy conducted a comprehensive analysis of the traffic and transport conditions on the site to highlight the constraints and opportunities for enhancing the green infrastructure and public realm. This included traffic and pedestrian surveys and parking data and review of junction layouts.
- Camden (as LLFA), and Greater London have a detailed SuDS proforma, but also a SuDS assessment, evidence and proposals spreadsheet that require completing prior to submission.

CASE EXAMPLE

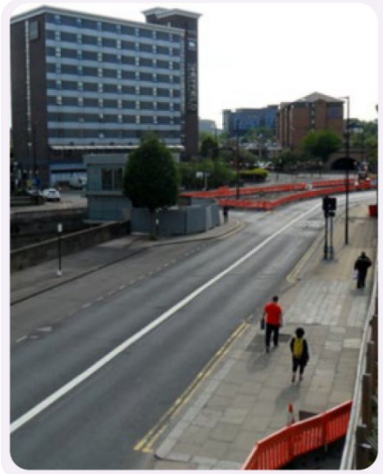
Project: Grey to Green

Location: Sheffield

Client: Sheffield City Council

Designers/ Consultants:

University of Sheffield Landscape Architecture Department



Relevant Themes:

- Multi- agency steering group
- Green & Blue Design Code
- Operation and maintenance
- Land assembly strategy
- Business Relocation
- Catchment wide water management
- Landscape Design
- Meanwhile Use programme
- Infrastructure Delivery strategy
- Funding & Finance

Project Description:

Grey to Green was an environmental and economic development strategy devised by Sheffield City Council to respond to the following concerns in the area:

- The need to re-connect the Castlegate area, including the Law Courts and Victoria Quays, with the rest of the city centre
- The need to re-use a large amount of redundant highway
- Respond to the severe impact that the floods in June 2007 had on Castlegate.

Relevance for RVUQ:

- Reduce large amounts of highway to provide flood alleviation, through 25 linear sequenced swales, new footpaths and cycleways. Also incorporated flush kerbs to capture flow immediately from roads to filter strips, and check dams for storing water during large events
- Reduction of surfaces draining to combined sewers
- Provides a best practice demonstrator for Sheffield Council, to use as a benchmark for future SuDS opportunities
- Through collaboration between the Highways maintenance client and contractor, designed a low-maintenance landscape that requires annual cutting and, and 3-yearly specialist maintenance.
- Developed an innovative community engagement approach, where the communities were empowered, organising 'green surgeries', with the support of the local authority.

Funding and financing

- Funded by Sheffield City Region, the European Development Fund, Sheffield City Council and Yorkshire Water

CASE EXAMPLE

Project: Placemaking at One Central

Location: Christchurch, New Zealand

Client: Fletcher Living

Designers/ Consultants:

Gap filler

Relevant Themes:

- Multi- agency steering group
- Green & Blue Design Code
- Operation and maintenance
- Land assembly strategy
- Business Relocation
- Catchment wide water management
- Landscape Design
- Meanwhile Use programme
- Infrastructure Delivery strategy
- Funding & Finance

Project Description:

A major developer partnered with community and social innovators to run a programme of community-building activities at the pre-development stage. Six inner city blocks were curated as places full of diverse activities, social enterprise experiments, public amenities – all exploring different ways of growing the community and sustaining it in the future residential development.

Relevance for RVUQ:

- Fletcher Living engaged Gap Filler to design a placemaking strategy and programme for them and deliver the events/site builds. The developer is building 900 homes in a six block area in central Christchurch over about eight years.
- The vacant sites awaiting development will have programmed placemaking activities/temp site design to deliver good community outcomes within a fixed budget. Gap Filler are part of a wider partnership between landowners, community representatives and developers.
- The work included dialogues with more than 30 different local community groups, social enterprises, and businesses – and five inner city residents associations.
- The document set out strategic objectives, maps of current activity hotspots, summaries of resident feedback, six overarching programme themes, long-term integration strategies with the future development, a relationship and engagement plan, media and branding content, and an indicative programme of 34 projects all cross-referenced as to which of the strategic objectives they'd be achieving. A full budget for the indicative programme was included (Figure 10).
- Many of the placemaking activities raised money, provided jobs for marginalised people and won awards for their social engagement outcomes.

CASE EXAMPLE

Project: Meridian Water Regeneration

Location: London

Client: London Borough of Enfield

Designers/ Consultants:

Jacobs, Mae Architects, KS, Periscope, 5th Studio

Relevant Themes:

- Multi- agency steering group
- Green & Blue Design Code
- Operation and maintenance
- Land assembly strategy
- Business Relocation
- Catchment wide water management
- Landscape Design
- Meanwhile Use programme
- Infrastructure Delivery strategy
- Funding & Finance

Project Description:

Meridian Water is one of London's largest regeneration projects, with the aim to provide approximately 10,000 new homes and 6,000 jobs over the next 20–25 years and transforming this part of Enfield. The Council has prepared a long-term Masterplan framework that sets out the placemaking vision and strategy for the development, as well as its scale, character and urban form. In co-ordination with the long-term masterplan vision and phasing strategy, a detailed meanwhile use programme and digital strategy was prepared to act as catalysts for development.

Relevance for RVUQ:

- The Meridian Water Meanwhile Masterplan establishes an adaptive approach that bridges between the existing ecologies of the site and ambitious transformation over time.
- The strategy offers a network of interim uses that range across workspace, retail, film production, markets, leisure and events, including the Field Day festival.
- The meanwhile work advocates for adaptive re-use of buildings, materials and landscape assets playing a key role, and being aligned with Circular Economy principles. Owing to the scale and time frame of the programme, RVUQ also offers an exciting opportunity to explore active meanwhile use across various themes.

A digital strategy was developed after reviewing existing strategies and engaging with local stakeholders and mapping user journeys to understand the key challenge areas and opportunities, based on 3 big ideas

- **The Meridian Water Community App** The gateway to tools and services for the local and surrounding communities of Meridian Water
- **A Circular Economy Innovation Zone Alliance** An alliance to support inclusive growth and the development of a circular economy innovation ecosystem
- **Sustainability Platform:** A platform that supports sustainable development, lifestyles and promotes circular economy while generating data benefiting the innovation ecosystem

04. Next Steps

2.10. Next Steps

The recommendations made in the previous sections of the report are high level and would need to be supported by more detailed technical studies and analysis. It should be noted that even though these studies cut across many themes they should be progressed in parallel as they have many interconnections and would benefit from a collaborative approach. Successful delivery will require regular review and refinement and should reflect and respond to the changing needs and priorities for the Council, partners, and communities

Partnerships

There is a history of partnership working in Birmingham and the delivery process is anticipated to continue to be driven forward and co-ordinated through joint working between the City Council, West Midlands Combined Authority, Homes England, the Environment Agency, Transport for West Midlands, landowners, developers, local residents, business communities, the Police and Crime Commissioner for the West Midlands, health and education service providers and other key organisations who have a stake in the future of the area. The Council will actively work with stakeholders in the area to deliver the SPD vision and secure high-quality delivery, across the phases of the development. Given the scale and time frame of the programme, working with multiple partners and following a balance of bottom-up and top-down approach of city making is vital for fulfilling the aspirations set out in the vision.

Phasing and Area-wide Strategy

The scale of change envisaged necessitates a phased approach which will ensure the needs of local people in terms of access to housing, jobs, transport, green space, and other social infrastructure requirements are met. Developing a phasing strategy, interlinked to land assembly will be important to the success of delivering comprehensive development.

Housing Delivery

The Birmingham City Housing Strategy is a high-level plan that sets out our vision for housing, with inclusive actions the Council and partners will deliver to ensure that we meet the housing aspirations of our residents. The Rea Valley Urban Quarter plans to accelerate housing development that will support inclusive economic growth. It also focuses on people and creation of better homes and communities as the council are committed to enhancing the health and well-being of the people who live and work in the area.

Sustainable Transport

The SPD has a clear vision for mobility which prioritises sustainable and accessible modes of transport including walking, cycling, and buses. Achieving this requires coordination across development and regeneration initiatives, including the location of homes, job opportunities, social infrastructure, implementation of the route to zero initiatives, and improvements to the public transport. This work will require close collaboration with TfWM, WMCA, and other delivery partners.

Social and community infrastructure

With the creation of significant number of new homes and a projected increase in residential population, investment will be required to ensure the appropriate services and social infrastructure is in place so that the urban quarter becomes a functioning and sustainable

neighbourhood. Funding will support education, health, digital, community facilities, arts, culture, heritage, and leisure offers, along with social initiatives. Investment in skills and training will also be vital to creating attractive places to live, supporting both new and existing communities including businesses.

When new infrastructure is needed, innovative models for funding, delivery and service provision should be explored. Relying only on the private sector for delivering the above-mentioned infrastructure may not be the ideal approach and the council has the opportunity to play key role as a facilitator and actively contribute to catalyst projects in the initial phases of the development to generate interest and activity in the region. This could also take the form of community meanwhile uses in RVUQ

Green Infrastructure

Green Infrastructure will be a planned as adaptable network of green spaces and routes which can provide a healthy and rich environment. The centrepiece of this network will be a re imagined River Rea. Running through the heart of the area, the River Rea will be transformed into a green and blue corridor. Together with a rejuvenated Highgate Park, these two spaces will play a key role in supporting health and well-being benefits for local communities and achieving our overall aim for improved green infrastructure in the city centre. The Council and the Environment Agency have been working together to assess the opportunities to reduce flood risk and make channel improvements to support the ambitious transformation of the river corridor

Capturing Social Value

Social value and achieving community benefits focuses on how development can improve the economic, social and environmental wellbeing of an area. Considering the scale and importance of this regeneration, it is crucial that the programme incorporates social value benefits in a holistic manner. 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 all organisations commitment to the local economy and its communities. Harnessing social value outcomes will involve brokering meaningful partnerships with the private, public and the third sector, better measuring of social value benefits and communication of the same for seeking the right funding and delivery opportunities.